

"Lucky" Lott thrills spectators at a Hell Driver show by "broad-jumping" his Nash 160 ft.-plus.

VOL. 2



NO. 10

Editorial Offices 431 Howard St., Detroit 31, Mich.

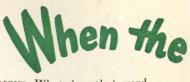
Published by and distributed with the compliments of your Nash Dealer

COPYRIGHT 1951 . NASH MOTORS DIVISION OF NASH-KELVINATOR CORP.

#### FEATURED IN THIS ISSUE

When the Frost Is on the Punkin	Page	4
Who's Who Among Nash		
OwnersPages	6, 7,	12
Spillville, America's Rural Bohemia	Page	8
Most Thrilling Show on Wheels	Page	12
Hunting In Alaska	Page	16
Favorite Eating Place		
Nash Owner Forum Announcement	Page	19
Helpful Hints		
Smiles Along the Road		
The Funny Side of Sports.		





VERMONT. What does that word conjure up? Maple syrup? Green Mountains? Marble quarries? It's famous for all three and a lot more besides. Heaps of city folks would rather spend their vacation there than anywhere else. A lot more wouldn't miss an annual tour of the state when Autumn hoists her red and gold banners on New England hills.

Besides the smooth highways that can take you swiftly by several scenic valley routes the length of the state, there are innumerable "shunpikes" (Vermontese for back roads) cross-hatching the beautiful countryside, curving round jewel lakes. scrambling over forested mountains and giving all who travel them the satisfying taste of backwoods Vermont. You really owe it to yourself to visit there and you'll never see it to better advantage than in the autumn. Then the air is like crystal and the hills are aflame.



The world's most extensive marble quarries are in Rutland County, Vermont. This is in the town of Danby

Bennington Battle Monument commemorates the battle of August 16, 1777

## frost is on the Punkin

by D. M. FULLER

Middlebury is a pleasant place to make your headquarters on that introductory trip. It's a college town, site of the coeducational school that bears its name. Not far away is Breadloaf Mountain, on top of which is held its Summer School of English. The school is housed in an old rambling hotel and neighboring buildings. The famous Breadloaf Writers' Conference is held there.

Fanning out from Middlebury, interesting roads unreel to take you to many fascinating places. Via Breadloaf and Hancock, Stockbridge and Barnard (where Sinclair Lewis used to have a home on Silver Lake), you come to Woodstock, a charming village with picturesque colonial houses fronting on a green.

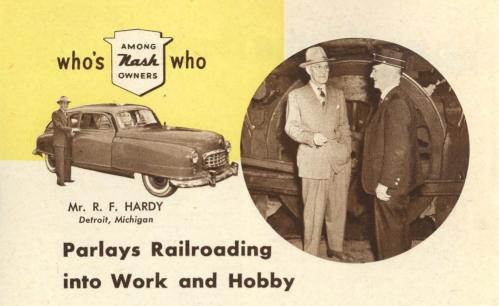
Next stop is Bridgewater to view the display of Vermont Native Industries. From here you can take the back road through Coolidge State Forest to Plymouth, birthplace of Calvin Coolidge and his burial place. You can see the house where he took the oath of office when he became president. You'll enjoy a trip to Proctor, near Rutland, the world's greatest marble center. Go to the quarries and shops and see the methods of getting out great blocks, cutting and shaping them, polishing and carving. There's a permanent marble exhibit you shouldn't miss.

It is a lovely trip to Montpelier, the capital, and on to Barre, the world's greatest source of granite. Have a look at Norwich University in Northfield and follow Route 12 or 12A down to Bethel, then by Stockbridge and Rochester Gap to Brandon. You will have had a thrilling eyeful of mountain-valley scenery by the time you get back to Middlebury.

You might enjoy picnicking or even camping out in one of Vermont's inviting state forests or parks. The Publicity Service, Department of Conservation and Development at Montpelier, will gladly send you information on forests, parks, hotels, tourist homes and cabins. Here's wishing you a perfect Vermont tour "when the frost is on the punkin."

Burlington is the largest city in State of Vermont. Shown here is a view of the University of Vermont from Ira Allen Chapel loft





Russell F. Hardy is a man whose work and hobby is railroading. A passenger trainman on the Michigan Central's (New York Central System) Detroit-Chicago Mercury, he is also local representative of passenger trainmen of the Brotherhood of Railroad Trainmen.

Fresh out of the Navy in 1910 after a four year stint (where he had been a seaman first class and canteen yeoman on the U.S.S. Maryland) Mr. Hardy was influenced by his brother-in-law to go into railroading. He started in the baggage room of the Third Street Station in Detroit and for 40 years he has been with the New York Central System.

Mr. and Mrs. Hardy were married in June of 1914 and bought a home on Pacific Avenue, where their family was raised. Son Thomas, 34, is a patternmaker, and daughter Shirley, 36, is a housewife and the

mother of a boy, 10.

Mr. Hardy's many activities on various committees of the Park Lodge 555, Brotherhood of Railroad Trainmen, make up his "hobby." He has served as Lodge secretary for 12 years. His present work is handling grievances, disputes of seniority, runs and set-ups, and other problems between trainmen and management.

Mr. and Mrs. Hardy have a summer cottage at beautiful Higgins Lake, near Roscommon, Michigan, where they enjoy boating, fishing and hiking.

In 1949 they purchased a new 4-door blue Nash Ambassador from Port Huron (Michigan) Nash. They have since made two Florida vacation trips in this same car.

Mr. Hardy likes Nash's economy and also appreciates its easy riding. Mrs. Hardy, typically feminine, likes Nash's good looks.

#### Montana Ranchers Rely on Nash

Personifying a new way of life in the old west, Bob and Clint Mc-Farland are Montana ranchers who long ago swapped their cowponies for automobiles. The two brothers have driven Nashes an aggregate of nearly 50 years.

Born in Granite City, Ill., the McFarlands came with their parents to Montana where the father homesteaded 320 acres of Lake Basin land near Molt. Since that time, Bob has expanded the original spread to some 1,600 acres.

In 1928, Clint began operating independently and his property today embraces approximately 4,000 acres.

Both brothers divide their interests between dryland wheat farming and cattle-raising. This year, Bob has around 650 acres and Clint more than 1,000 acres in grain.

Dry-land farming is different, too, from other agriculture in the West. Ranchers whose land is on the higher levels are the true gamblers. They take their chances on the larger, non-irrigated spreads, depending on water from winter snowfalls and occasional summer showers. Virtually all of them em-

ploy strip-farming methods to conserve on soil fertility and moisture.

On Clint's ranch there are more than 100 head of registered Herefords bearing the BT Walking Y brand. Bob's polled Hereford's carry the Quarter Circle Walking YK stamp which the home ranch has held for many years.

Both are agreed Nash is the best car for their purposes.

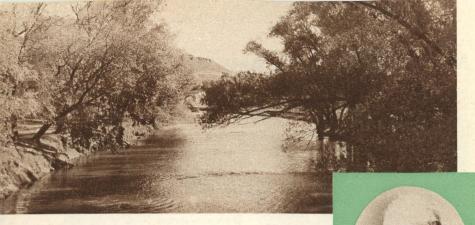
"We often have to drive off the roads to different parts of our ranches," Bob said, "and this car can really take it. But best of all, it gets mighty cold out here in the winter time and I've never had a minute's trouble getting my Nash started."

"I've found that a Nash can buck bad roads, whether it's snow or mud," Clint added, "and on the least amount of gas."

Both drive Ambassadors purchased from the Motor Mart in Billings.

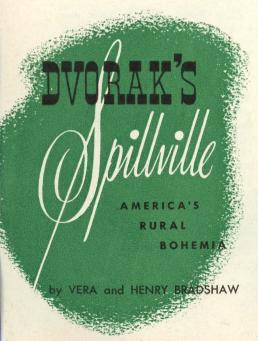
Each has owned five Nashes. Bob got his first in 1927 with Clint joining him in 1929. That's a total of 46 years of happy Nash motoring for the McFarland brothers.





The Turkey river, winding its way along the southern edge of Spillville, Iowa, inspired some of Antonin Dvorak's best compositions

Antonin Dvorak, famed Czech composer, was in Spillville in 1893. This picture was taken at that time. He composed "Humoresque" and "New World Symphony" while in the tiny village



As neat, pretty and intriguing as a toy town, complete with its square, church and little white houses, is the Bohemian village of Spillville, Iowa. Located in the northeast corner of the state, it snuggles down among the rolling hills, seven miles off U.S. Highway 52.

Its serenity and quaint charm have cast a spell on many people, including Antonin Dvorak, the composer, who, in 1893, found refuge here from New York's hustle and bustle. The world has Spillville to thank for giving Dvorak inspiration for some of his greatest works.

The theme for the ever-popular "Humoresque" was sketched here; the "New World Symphony" with its famous "Goin' Home" largo felt the influence of the little town. To Dvorak this countryside re-

sembled his beloved Czechoslovakia and he heard, as one can today, the soft, melodic Czech language being

spoken all about him.

The two-story house in which Dvorak and his family spent the summer is in good repair and is the setting for a most remarkable collection of hand-carved clocks. There are 25 or more: all sizes and shapes, some over eight feet tall, some hanging from walls, some on pedestals. Each has a theme, is animated, and equipped with imported chimes. If all of them should ever be allowed to strike on the hour bedlam would break loose.

Cuckoos would compete with the bird of Paradise on the Adam and Eve clock; George Washington would appear crossing the Delaware; the Indian brave on the Lookout clock would raise his hand to his brow to see if the enemy were in sight; the blacksmith would pound his anvil in the Village Blacksmith clock; the little Brown Church would be the scene of a wedding as a bridal couple with attendants would march to the door and disappear down the aisle;

(continued on page 10)



This is the house in which the Dvoraks lived and their children romped and played during their stay in Spillville. The building now houses the remarkable hand-carved clocks of the Bily brothers

Below are shown some of the animated Bily clocks. Left to right, the larger clocks depict: "The Lookout," Adam and Eve's "Paradise," Apostles' Parade Clock, "Pioneer History" and "Evolution of Time." All are animated







Frank and Joseph Bily, self-educated Bohemian farmers who speak very little English, are the creators of the famous clocks. They design and make their intricate clocks during the long winter evenings. They have never sold a clock they have made since starting hobby

(continued from page 9)

and down in the Statuary clock a diminutive symphony would play.

"Who did it?" is the first question amazed tourists ask. It is the work of the Bily Brothers, two elderly Czech farmers, with eighth grade educations, neither having been more than 100 miles from Spillville! For profit? No—for the pure joy of creating.

The favorite clock of visitors is the Parade of the Apostles, exquisitely and intricately carved. On the hour, the apostles in colored garb march, as tiny bells tinkle.

These are not the only clocks which peal the hour in Spillville. Morning, noon and evening, the angelus rings from the church on the hill. It is St. Wenceslaus, a yellow limestone structure with peaked red turrets, patterned after St. Barbar cathedral at Kutna Kora, Kuttenburg, Bohemia.

Spillville is proud of its oldworld charm, its unique attractions and scenic beauties, and welcomes the tourist to come and see them.

At left is The Apostles' Clock, one of the first carved by the Bily brothers. Authentic in design, the base shows the Town Hall in Prague. On the hour, the apostles parade from behind a panel. Each of the clock's four sides has an exquisite and intricate carving



At left is the Roman Renaissance Clock patterned after the capitol style architecture originated in Italy. The Bilys use no special tools in their work, but utilize such items as nail files and hatpins

The Village Blacksmith Clock is shown at right. The smithy actually pounds the anvil. The customer is a choice piece of carving with a hat that is removable. Minute tools in the background are carved to scale



Tourists are fascinated by the animation of the clocks and the uncanny way the mechanical figures perform. A museum containing personal belongings of Dvorak and Spillville pioneers is located on second floor



LUCKY LOTT HELL DRIVERS USE NASH CARS TO STAGE

## The Most Thrilling Show

by ROBERT NESBITT, Sports Editor, Terre Haute Tribune

Hurtling a Nash more than 160 feet through space, roaring into a barrel roll, precision driving wheel to wheel, coming unscathed through unimaginably rugged auto-batic driving—that's the Lucky Lott Hell Drivers' Show.

Spectators wonder what sort of man is Lott—who so blithely risks life and limb. That is, they wonder after the show—because Lott's program is so jam-packed with thrills the spectators are kept in a continual state of suspense. They have little time to be other than bug-eyed during the nerve-shattering program.

They say that champions are born and not made. That could be true of Lucky Lott, who confesses a mania for speed and thrills almost from the day he learned to walk. Now 36 and rated the na-

tion's top stunt showman, Lucky concedes that he's had his share of narrow escapes in 15 years of smashing automobiles and performing his alarming, death-defying stunts before millions of fans.

Perhaps it should be explained right now that "Lucky Lott" is two people-Lucky Lee Lott and Lucky Neil Lott. Each operates under the name of Lucky Lott Hell Drivers and they winter together in their home city of Pekin, Ill., located a few miles south of Peoria on the Illinois River. Neil performs largely in Canada, but books some dates in this country. Lee tours the rest of the land, doing most of his engagements in Midwestern and Southern cities when he is not tied up with motion picture assignments. Both use Nash cars exclusively in their acts.

Lee was 20 and Neil 14 when an incident at an air daredevil show in Peoria launched them on their careers. One of the scheduled stunts in the show was a car rollover, but the driver couldn't get the car to roll. A bunch of kids, including the Lott boys, began to heckle the stuntman. Finally the irate driver shouted, "If you kids are so smart, why don't you come out and try it?"

Neil Lott, only 14, but large for his age, surprised the driver with,

on Wheels

"Okay, I will. Just give me the chance." The car had no safety belt, so Lee picked up a piece of baling wire and fastened Neil be-

hind the wheel in makeshift fashion. Neil zoomed down the field and successfully barrel-rolled the car on his very first attempt.

Then and there Lucky Lott's Hell Drivers were born! Neil's stunt was the talk of the town. Reveling in their quick rise to local fame, the boys began to plan a daredevil show. Their dad had been killed when Lee was 12 so it was only natural for mom to try to discourage them from entering such a dangerous business. But the boys would have nothing else and soon began to gather equipment.

Their first show was staged in Kewanee, Ill., on July 4, 1935. They rented a farm pasture, distributed 500 handbills around the neighborhood and were ready to go. They borrowed much of their equipment, including gasoline, and faced a heavy debt if the show flopped. But it didn't flop. Specta-

(continued on page 14)



"Lucky" Lee (left) and Neil Lott stand by Nash to emerge from perilous stunts



Lott's fearless auto-batic driving ranks him as nation's top stunt showman

(continued from page 13)

tors fairly mobbed the field. That night, after paying off all the bills, they counted the profits—\$900.

A couple of happy Lott kids were launched on a hazardous, but financially successful, career.

The fact that his show has suffered only one fatality supports Lee Lott's argument that the life of a daredevil is not necessarily more hazardous than other occupations. A stunt man, Don Nation, was killed at the Indiana State Fair in 1947 while riding a motorcycle in a head-on collision with an automobile. "Don must have

blacked out just before the crash," says Lee Lott of the tragedy, "he was supposed to leap seconds before the collision, but stayed with the cycle."

Years of experience have given Lucky Lott a keen knowledge of the precautions that he and his men must take. The steady reduction in their accident insurance premiums is evidence that he has succeeded.

A major worry for the Hell Drivers is the spectators, who often attempt to crowd too close to the scene of action. However, Lott never has injured a fan in 15 years

Nash Rambler takes the broadjump during Hell Drivers show



and is highly proud of this remarkable record.

One of the questions most frequently asked by spectators is "Why does the Lucky Lott show use Nash cars?" He answers it this way: "After trying many makes of cars over the years, we decided it would be necessary to have a car built to our own specifications in order to get the greatest possible strength of construction.

"We approached Nash with this in mind and explained our problem. Nash engineers told us they were already building a car that would take the punishment of our Hell Driving Show and introduced us to Airflyte Construction. They showed us how the frame, body and outside steel covering is welded into one strong solid unit.

"Our tests and subsequent experience proved that Nash engineers were right. Airflyte construction gives the rigidity and safety that we need in our cars. Even after an entire season of rolling, crashing and being subjected to every conceivable type of punish-

ment, our Nash cars are in surprisingly good shape . . . tight as a drum and ready for additional thousands of miles of service.

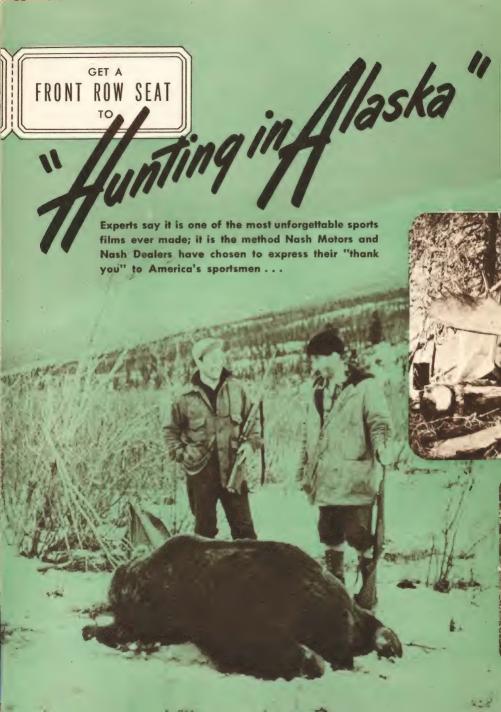
"... What is more, we have cut our gasoline bill by more than 40% since we changed to Nash exclusively in our show. Our maintenance costs are 50% lower than in previous years when we used other makes of cars."

Lott, strangely enough, has no race drivers on his staff and doesn't want them. Stunt work requires precision timing that is acquired only through hours of practice. As a rule, race pilots are not the type. Speaking of types, consider the daredevil man himself, Lucky Lott. Mild mannered and a polished conversationalist, he could pass for a college professor. It's hard to believe that he's wrecked several thousand cars and hopes to keep right on smashing them.

For Lee and Neil Lott, it's not only a way to make a living, but the way they like to live. Don't miss seeing Lucky Lott's Hell Drivers. Your spine will tingle, mine did!

One of the Lott Hell Drivers careens a Nash Statesman off a 42" ramp











Would you like a front row seat to some of the finest big game hunting in all the world? More than a million sportsmen have seen the full-color motion picture, "Hunting In Alaska"—and have thrilled to its breathtaking action and scenic beauty.

But there's more to the story. For the past several years, Nash Motors has produced outstanding exhibits at the nation's big "Sportsmen Shows." These displays have met with an enthusiastic response from sportsmen who have taken Nash to their hearts, making it a standout favorite among the men who love to hunt and fish.

So Nash decided to make a really outstanding motion picture for the sportsman. It is not an "advertising movie" in any sense of the word. It is a beautiful, thrilling picture of big game hunting. In it, one sees crack marksmen bring giant caribou hurtling to earth . . . watches expert moose callers lure giant moose within rifle range . . . and views Kodiak bear in their native habitat.

Nash Owners will be pleased to know that they may make arrangements to secure this picture for showing to their clubs or organizations. It is ideally suited for Sportsmen's Clubs, Izaak Walton Leagues, Veterans' and Fraternal Organizations, Boy Scouts and similar groups. It may be obtained for showing free of charge and without obligation. It requires a 16mm sound projector—and runs 35 minutes.

If you are interested in securing this film, contact your Nash Dealer. He will initiate action to obtain the film for your showing.



#### WILLCOX'S

of Aiken, S.C.



Between the tall and stately pillars guarding the entrance of Willcox's in Aiken, S.C. have passed many of the most famous people in the world—and certainly the "horsiest." Astors, Guests and Belmonts; Firestones, Harrimans and Whitneys have lunched, dined and sometimes slept in this sprawling, comfortable, old-fashioned but distinguished inn. Winston Churchill dropped in at about the same time as Richard Harding Davis and President Taft.

Today, as in the early years of the century, Willcox's is a gathering place for cosmopolites who like simple, hearty food, and an atmosphere rich in tradition.

It is located in the center of Aiken, just off famous Whisky Road and is open from November to May. In March and April, when the foliage and gardens are at their peak of beauty, reservations for meals and/or rooms are practically mandatory. Aiken is then the fashionable mecca for tourists and the part-time residents whose magnificent estates are opened for the "season." Polo, Derby trial races and golf (including the Masters' Tournament in nearby Augusta) attract throngs of visitors.

At Willcox's lunch and dinner have been and continue to be

table d'hote. "We can serve better meals faster that way," Albert S. Willcox, owner-manager and son of the founder, says. "And we can get them to the diner hot." Nor do the guests complain at a lack of choice when a fragrant bowl of mulligatawny or pepper pot soup is placed before them, perhaps followed by a thick broiled sirloin or roast baby lamb and hashed-incream potatoes. Delicate Swedish pancakes are a specialty of the house, the recipe handed down to the chefs from Albert's Swedishborn mother.

When asked for a recipe for readers of Nash Airflyte Magazine, Mr. Willcox gave the following:

#### MULLIGATAWNY SOUP 5 cups veal and beef stock

onions
carrots
green pepper

driving green pepper
carrots each finely diced.
driving d

1 teaspoon curry powder 2 cloves 4 teaspoon chili powder, sprig parsley salt and pepper to taste

1 cup finely diced cooked ham

Cook onions, carrots, pepper in butter until brown. Add flour, ham and remaining condiments and simmer one hour. Strain, add diced celery and apple, bring quickly to a boil, remove and serve.



## SHOULD THERE BE A MINIMUM SPEED LAW?

by LEN BARNES, Associate Editor, Auto Club of Michigan's Motor News

#### Join the Nash Owners Forum

Here's your chance to air your personal views about some vexing traffic problem—and, also, have a chance to win \$50 while getting it off your chest!

In the old days, when a problem bothered people, they argued it out at the town hall or around the cracker barrel at the general store. Since this isn't possible today, Nash Airflyte Magazine is starting a Nash Owners' Forum so that you and other readers will have a chance to expound your own views.

We're starting the forum with the debatable question "Should there be a MINIMUM speed law?" Obviously, there are two sides to this question—"yes" and "no." For the best letter received on each side of this question, this magazine will pay \$50 and publish the winning letters in a future issue. Before you choose your side, be sure to read the rules of the contest at the bottom of page 21. The following article by Len Barnes, Forum Moderator, will give you some basic issues—no matter whether you pick the "pro" or "con" side of the debate. Good luck!—The Editors.

Back in the linen duster and goggle days of motoring, drivers bragged about how fast their cars would go, even as today.

Anyone who could prove he'd attained a 50-mile-an-hour speed was in a select class. Small wonder that nobody thought then of a minimum speed law! Everyone who owned an automobile was too busy keeping it going to worry about the other fellow.

But things have changed. Today many motorists are demanding that all states set minimum speed laws. Some motorists—almost all those under 40 years old—want the slow-pokes even ruled off the highways. Many Auto Club of Michigan members write each year asking the Club to support such a law.

After all, Nash and other modern cars can comfortably sashay down the road at a 60-mile-per-hour clip for hours at a time today—except when they are behind a dawdler. That's the fast drivers' reasoning.

But other motorists want the good old days returned, with a 40mile-per-hour maximum speed anywhere in the United States, "to prevent accidents." Most of these

(continued on page 20)





(continued from page 19)

drivers are in the over-40 category. And they write, too.

Who is correct? We'll let Nash Airflyte readers decide. About 60 percent of our states have some type of minimum speed laws, American Automobile Association studies show. The model National Uniform Vehicle Code (recommended by safety authorities) says in Section 59:

"No person shall drive a motor vehicle at such a slow speed as to impede or block the normal and reasonable movement of traffic except when reduced speed is necessary for safe operation or in compliance with law. Police officers are hereby authorized to enforce this provision by directions to drivers, and in event of apparent willful disobedience to this provision, and refusal to comply with



direction of an officer . . . continued slow operation by driver shall be a misdemeanor."

But this code is purely advisory, Auto Club of Michigan Safety Director Ernest P. Davis points out. The code is not in effect nationally. He believes that good arguments can be mustered on both sides of the question. During discussion sessions of the Detroit Safety and Traffic committee meetings, he reports the following reasoning:

Traffic is increasing rapidly. We're spending billions on super-dooper roads. Why ruin all this potential gain in traffic flow by letting some slowpoke gum up everything?

"Speed causes most accidents, and we don't want to pass a law forcing someone to speed," another expert counters. A third observes that most rear end collisions occur at night, and most of them are caused by someone going too slow.

Other points to consider are: What speed minimum would you set up? Speeds vary by terrain. In the populous East people drive much more slowly than on lonely western plains. And how about various conditions of weather? In winter it might not be safe to drive as rapidly as the law required, particularly when roads are icy.

There are plenty of arguments on both sides. To guide readers who'll be writing on the subject, we set down some pros and cons:

#### FOR

1. On two-lane highways in rural areas, cars pile up behind the sight-seeing slowpoke.

2. In night driving a motorist often is right on the tail of a slow-moving driver ahead before he can see him or judge how speeds of the two cars compare. There are lots of rear-end collisions at night.

- 3. Ever get behind a slow-moving truck or a 1923 museum-model automobile?
- 4. Traffic volumes have been increasing at an average of 5 to 7 percent a year nationally. In many places now there is hardly room for all the cars on the road. Weeding out the slowpokes will use available road space more efficiently.
- 5. We're spending billions of dollars on expressways to insure faster traffic flow in city and country. Why let one daydreaming driver hold up a thousand who want to hustle?
- 6. Some states are not progressive in adopting traffic laws. If we wait until each state passes minimum speed laws, autos themselves will be obsolete by the time this happens.

#### AGAINST

- 1. No minimum speed law is needed on a four-lane highway in rural areas. Most roads being built today are that size or larger. And fast drivers can always pass in the left lane.
- 2. Speed kills. Why encourage everyone to go fast? A few slow drivers hold down the pace. They



prevent many accidents and deaths by their careful driving examples. 3. A minimum speed would be unfair to many fine older cars that are in relatively good condition, driven by careful drivers, and would benefit the amateur "Oldfields."

- 4. It's still a free country, and if a motorist wants to look at the scenery he has a right to go slow. He may have driven a thousand miles to see a particular sight.
- 5. Highway directions are so puzzling on the "superhighways" that one must go slow to follow them.
  6. Many roads even in rural areas are so dangerous that speed limit is now below 40 miles an hour.

#### **RULES OF NASH OWNERS' FORUM CONTEST**

Your letter may win \$50! Write on one side of question only. Take either the "yes" or "no" side. Two \$50 prizes will be awarded to the writers of the two best letters, (one "yes" and one "no" letter) to the question: "Should There Be a Minimum Speed Law?" Letters should not exceed 200 words and should be written neatly with pen and ink or typewritten. No letters postmarked after October 19 will be considered. All entries become the property of Nash Airflyte Magazine and none will be returned. Address your entry: "Nash Owners" Forum Editor, 431 Howard Street, Detroit 31, Michigan.

# Helpful Ints

FROM NASH OWNERS

We invite your contributions to this page. If you have a favorite way of performing some ordinary household task, or have discovered a short-cut in the performance of some chore, send it along; it may be worth money. Nash Airflyte Magazine will pay five dollars for each contribution published. Address all contributions to Nash Airflyte Magazine, 431 Howard Street, Detroit 31, Michigan.

When defrosting the refrigerator between regular cleanings, place several thicknesses of newspaper under the freezing compartment to catch the moisture. Defrosting will be quicker if the trays are filled with hot water.

Mrs. Herbert Peak Harrisburg, Ill.

A small greased funnel inserted in the top crust of a meat or chicken pie will permit the steam to escape while baking.

Helen L. Moore Malden, Massachusetts

Wrap a strip of adhesive tape around chrome faucets to prevent scratching when it is necessary to use a wrench on them.

> William Indresano Revere, Massachusetts

When hot applications are needed in the sickroom, dip the cloth in boiling water and press the moisture out by placing it in a potato ricer. This squeezes the cloth almost dry without burning the hands

> Mrs. Don Sutton Quinton, Alabama



Distinctive and Practical!

The New Nash

VENTSHADE

Ventshade adds a note of beauty to your Airflyte ... allows slightly-opened windows when raining . . . reduces sun glare hazards. Installed in a matter of minutes on both 2- and 4-door Airflyte models.



A discarded nylon or silk stocking makes an excellent paint strainer. Cut the foot part off and tie a knot in the remainder. It can then be stretched over a gallon can and the paint poured through.

Edward A. Check Long Beach, Calif.

To keep out mice and rats, stuff holes with ordinary steel wool.

Mrs. W. L. Fahrson Indianapolis, Indiana

To bake potatoes in half the usual time, scrub them and place them in a pan of hot water. Bring to boiling point on the top of the range then pop them into the oven.

> Mrs. David Backstrom Cushing, Minnesota

When watering hanging plants slip an oiled silk or plastic dish cover over the bottom of the flower pot to prevent the water from dripping on the floor.

> Mrs. M. B. Platt Denver, Colorado



To keep pigskin gloves soft and pliable add one teaspoon of olive oil to two quarts of warm soap suds. Wash gloves well and then rinse them in warm water to which olive oil has been added.

> Henrietta Abbott Middletown, Ohio

The corner of an ordinary envelope, with a tiny point snipped off, makes a good pastry bag for decorating fancy cakes and cookies.

> Mrs. Harold M. Walker Knoxville, Tennessee

### Dress Up Your Nash Airflyte with the NEW EXHAUST EXTENSION



This distinctive Exhaust Extension completely covers the exhaust pipe and prevents exhaust heat and fumes from discoloring the bumper and body. It adds beauty to and completes the trim of the Airflyte rear end.





#### High Dollar SMILEAGE

Just as you get good mileage from your Nash car, you get good dollar smileage from this magazine. We pay \$5 per smile—so if you have a contribution for this department, share it with your fellow readers. Nash Airflyte pays \$5 for each Smile Along The Road contributed by a reader, and selected for publication. All contributions become the property of Nash Airflyte and none will be returned. Send yours in now to: Nash Airflyte Magazine, 431 Howard Street, Detroit 31, Michigan.

#### "Buy-Low" Lullaby

Diaper Co. sign in Springfield, Ill.

"We are tops for bottoms."

Mrs. Claude E. Armstrong

Jacksonville, Illinois



#### No Wonder Drug Needed

"Courtesy Is Contagious; Let's Start An Epidemic!"

The sign above was spotted outside of Kane, Pennsylvania, on U.S. 6 by W. S. Rose, West Monterey, Pennsylvania.

#### Tonsorial Touch-up

While we as civilians had a good chuckle about the sign we saw in a San Rafael barber shop window, I don't know whether our army boys would see it in the same light. The sign said "We repair G. I. haircuts."

Ruth M. Jones San Rafael, California

#### **Terse Texans**

Returning from the West on our vacation, we had a chuckle at the following sign on a Texas drive-in restaurant: "You toot—we tote."

Nancy Jane Hershey Marion, Ohio

#### Diogenes, Please Note!

This sign (shown below) in front of a neat Bar-B-Q cafe which was closed in Fontana, California, must be tops in something!

Mike McConnell Pico, California



#### Age of Speed

When down in Denver, I was amused and somewhat startled to see this sign in a shop window: "Antiques made here while you wait."

Joan Chumick

Grand Forks, North Dakota

#### May I Have the Next Dance?

We laughed at this sign in a dancing studio: "We guarantee not only to keep you from being a wall-flower, but we remove the pot."

Frances Holman Ridgewood, New Jersey

#### "Nash-Urally"

Over the front door of our home hangs our sign, "ARNDT HOME"—and since the arrival of our new Nash, the Arndt's aren't home most of the time!

Stanley L. Arndt So. Glens Falls, New York

#### Labor Trouble?

The sign sketched below and seen in Michigan is quite timely for the hunting season as well as humorous. It reads: "Attention Hunters! Please don't shoot anything on my place that isn't moving. It may be my hired man!"

Robert Hertz Grimes, Iowa



#### Atlas Must Be Around

While I was a visitor at The Shasta Dam, I saw the following sign: "This is Government Property. Do not Remove!" The dam weighs a mere 12,000,000 pounds.

Mrs. P. E. Batchelder Portland, Maine

#### MacArthur Paraphrased

Recently while driving through Oakland, California, I saw a neon sign in front of a used car lot reading: "Old Salesmen Never Die, They Just Trade Away."

Orrin Taylor San Francisco, Calif.

#### Stand in Line, Please!

In the window of an appliance store this sign advertised electric sweepers: "Don't let housework kill your wife, let \_\_\_\_\_\_\_do the dirty work."

Frances Stillwell Garden City, Kansas



## On the Funny Side of Sports

by FRED RUSSELL, Sports Editor, The Nashville Banner



(Editor's Note: This time of the year finds nearly all of us trying to get our last full measure of enjoyment from late summer sports. And we avidly read the sports pages for news about the World Series... or how our

Alma Mater is faring on the gridiron.

The Editors thought you'd like your Nash Airflyte Magazine to give you a different slant on sports in this issue—so we asked Fred Russell to spin some yarns on the humorous side of sports. Probably most of you have read his many sports articles which have appeared in The Saturday Evening Post—or have chuckled through his books, including "I'll Go Quietly" and "The Funny Side of Sports."



In one of the first football games of the college season, a certain referee was booed roundly by the crowd of 20,000. His wife was in the stands at the time. When he met her for dinner after the game, he asked her what she did when all those people were standing and booing him.

"I did just like the rest; I stood and booed too," she said. "It would have made me conspicuous not to."

ROUND the New York race tracks there was an industrious little tout who by dint of strict attention to his touting had laid up enough money to buy himself and his wife a small cottage in the suburbs. But there came an afternoon at the track when the tout bagged himself a real good customer and steered him onto a long shot that came home at something like 90 to 1 odds. The tout had \$10 going on the race for himself. But, in the midst of the excitement, his heart stopped and he toppled over dead.

A group of friends and co-workers gathered about to decide upon whom should fall the sad duty of notifying his wife. Finally the task was given to a small-time bookie, and after the race he headed for the deceased friend's little cottage.

Arriving on the front porch, he rang the bell. When a lady answered, he politely doffed his hat and inquired: "Does the widow Turner live here?"

"My name is Turner," said the lady, "but I'm no widow."

"Ahem," the bookie cleared his throat, thinking sharply, "five will get you fifty, madam."

University of Mississippi was playing Boston College in football and the Rebels started out like they were fighting the Civil War all over again. After listening for

some time to remarks about Damyankees, the BC captain called time out, strolled over to the hecklers and remarked: "You guys might as well lay off that stuff. I'm the only man on our team who ever took history."



RESCO THOMP-SON, general manager of the Brooklyn Dodgers, takes in many high school and amateur baseball games hoping to discover a future

major league star. He often makes his presence known and sits near the players' bench.

Recently, during such a visit, one young hopeful finished his turn in batting practice and proceeded directly to Thompson for a bit of advice. "Sir, I seem to be swinging under the ball just a little bit," he said. "Could you suggest anything to help me?"

"How far under the ball do you seem to be swinging?" Fresco asked, quite interested.

"Oh, no more than a fraction of an inch, I suppose."

"Get yourself some inner soles,"
Thompson whispered.

A GOLFER was keeping an eagle eye on his opponent in the rough and when he returned to the fairway, asked of him: "What do you lie, three?"

"No, just two," he answered.
"That was a practice swing I took over there."



"Okey," said the other gentleman. "But you're the first person I ever heard curse after a practice swing."

Asked to explain his pitching effectiveness in his mid-thirties, bespectacled Dizzy Trout of Detroit said: "Nobody likes to hit a man that wears glasses."



PAUL RICHARDS, amazingly successful new manager of the Chicago White Sox, regards an incident happening when he managed Atlanta in the Southern Association as the height of considerate though tart umpire-player exchange.

Veteran umpire Steamboat Johnson, working behind the plate, called infielder Roy Hartsfield (now with the Boston Braves) out on a strike which Hartsfield considered to be low and outside. He protested.

"Son," said Steamboat, fatherly, "you learn to hit that pitch and you'll go to the major leagues."

Reflecting a moment, Roy replied: "You learn to call that pitch, and we'll both go to the majors."

(Continued on page 28)

NE OF University of Tennessee's most rugged football players in the 1938-1940 period was Bob Suffridge, All-American guard. An outspoken fellow, too. During one of the hard-fought games with rival Alabama, Suffridge became quite irked when two successive holding penalties were called on Tennessee.

As the referee stepped off the 15 yards penalty, Suffridge paraded right behind him, and when the referee placed the ball on the ground, Bob exclaimed: "You stink!"

Without a word, the official picked up the ball, stepping off 15 more yards as Suffridge stood and stared. Placing the ball upon the ground this time, the referee said: "Son, how do I smell from here?"



THE LATE Jack Sheridan was one of the most colorful of the old-time umpires. One day he was directing a game in a city where he was extremely unpopular, and a lady in the box seats back of home plate was "on" him from the start with scathing comment. Finally, as the game reached its climax in a series of unfavorable verdicts by the unruffled arbiter, she shrieked: "If I were your wife, I'd give you poison!"



Thereupon, Sheridan turned around slowly, faced the grand-stand, removed his cap and mask and in clear tones replied, "If I were your husband, madam, I would take it."

A football scout's terse report upon an opposing guard: "Uses mobility well to avoid hard-running fullbacks."

A FTER A bruising football game, Georgia Tech's team physician ordered three injured players to go immediately to their hotel room and soak their swelling feet and ankles in ice water. Later when the doctor looked in on them, he found the trainer, Dick Jones, with his feet in the ice water too, a picture of discomfort.

"What's the idea?" the doctor asked.

"They wouldn't do it unless I did it," Jones moaned.

VISITING golf player to caddie just before starting a round: "Boy, what is the average score on this course?"

Caddie: "Well, sir, most of them do it in as few as they can, but they generally takes some more." THE CURRENT era of two-platoon football has produced strictly defensive signal-callers who are the leaders of their units. Their duty is to decide upon the defensive alignment best suited to stop the opposing team's next play.

On this certain afternoon, the defensive unit was being pushed back in the last five minutes of play as the opposing machine moved down the field six, ten and twelve yards on every play. The signal-caller changed from a 6-man line to a 7-man line. Then to a 5-3-2-1. Nothing would work. He kept looking at the bench to see if the coach wasn't going to send in a message to tell them what to do.

Finally, as they were pushed back to their 4-yard line, a substitute came streaking from the bench. At last, it seemed, Coach had come to the rescue.

The players gathered eagerly around the substitute. "Did Coach send any message?" the signal caller asked.

"Yes," was the laconic reply.

"What did he say do?"

"He said, 'Hold 'em.' "



AT THE dinner table one autumn evening, the father noticed that his teen-age son seemed to be unusually happy.

"Did you get to play in the football game today?" he asked.

"No, sir," the boy replied, "but I got to warm up twice in front of the bench."



Whenever the late Dan McGugin, long-time Vanderbilt University football coach, thought that his touchdown-scoring backfield men might be getting headline-conscious or perhaps temperamental, he would call the varsity team—the eleven starters—together and ask them to vote on the question, "Which is the more valuable to the team, the line or the backfield?" Always the line won by a 7-4 vote.

# A Spick and Span Car Adds to Your MOTORING ENJOYMENT AND PRIDE!

Do you recall the feeling of pride when you drove your shiny new car for the very first time? Of course, you do! We all take pride in the appearance of our cars. That's why we want to remind you that we have the facilities to keep your car looking like new. We have factory approved "beauty treatment" equipment that will do a better job. And you know, that will do a better job. And you know, that will do a better job that new retains a too—a car that is kept like new retains a higher appearance value that pays of higher appearance value that pays of when trade-in time comes around.



KEEP IT

## JUST LIKE NEW!

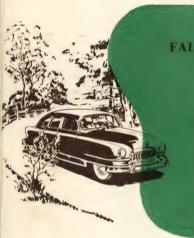
Let Us Give Your Car A Beauty Treatment WASH, POLISH, CLEAN CHROME, CLEAN INTERIOR, TOUCH-UP PAINT



MOST MODERN SERVICE

U. S. POSTAGE
PAID
DETROIT, MICH.
Permit No. 5548

Howard E Kilborn 906 Bauman Ave Austin Minn



#### FALL COLORING AT ITS BEST!

"The leaves are turning—let's take a drive in the country."

You, too, will want to drink in the beauty of Mother Nature's gorgeous Fall raiment in the next several weeks. Don't let fear of mechanical trouble spoil your trip to the countryside. Let us send you on your way with complete peace of mind by giving your car a check-up before you go.

#### ENSTAD NASH, INC.

1327 Oakland Ave., W.

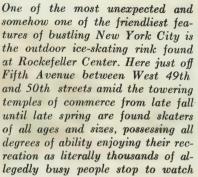
Austin, Minn.

Phone 9639.

More For Your Cash at Enstad Nash

14-5





LATE FALL, 1950

Vol. 2



No.

#### Editorial Offices

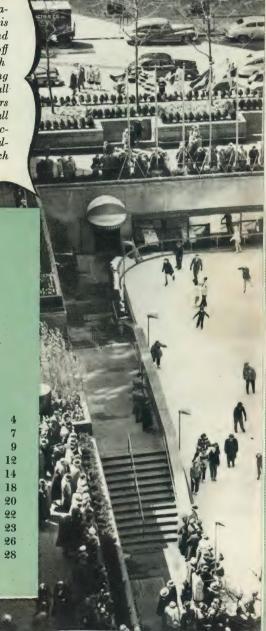
431 Howard St., Detroit 31, Mich.

Published by and distributed with the compliments of your Nash dealer.

COPYRIGHT 1950, NASH MOTORS DIVISION OF NASH-KELVINATOR CORP.

#### FEATURED IN THIS ISSUE

Merry Christmas America Page	4
Carnival in Ice and Snow Page	7
Sun Carnival in the Southwest Page	9
Photo Quiz	12
Philadelphia	14
Mobile's Azaleas Page	
Crater Lake	20
Favorite Dining Place Page	
Owner's Album Page	23
Smiles Along the Road Page	26
Harry and Harriet Page	28





HOUSANDS of little villages, towns and cities across the land are donning their holiday garb to celebrate the world's nineteen hundredth and fiftieth Christmas. While even the simplest of these observances are interesting and worthwhile, some of the festivities and attractions have attracted national attention.

Take BETHLEHEM, Pennsylvania, for instance. This industrial community of approximately 70,000 residents has long been known as the Christmas City of America. Thousands go there annually to see the most elaborate and artistic community display in the world.

In addition to the countless can-

dles that burn in private homes, a total of about 7 miles of streets and bridges gleam out greetings with decorative lights. Especially interesting is the huge "Star of Bethlehem," a permanent fixture 100 feet high, which sits atop South Mountain. When lighted it sends its rays of hope and cheer to everyone within a radius of twenty miles.

CHRISTMAS, Florida—a tiny village of three hundred people—perhaps is best known for the novelty of its postmark. Every year in December an avalanche of mail arrives from youngsters and oldsters all over the world for re-mailing with the Christmas postmark. This is one spot that has Christmas every day!

Merry Christmas America

World's largest Christmas tree at Wilmington, North Carolina



Many homes have a tree to celebrate the most important holiday of the year. But did you know that America also has its very own official one?

Located in California's KING'S CANYON NATIONAL PARK, a mammoth Sequoia forty feet in diameter was officially designated the nation's Christmas tree exactly twenty-five years ago.

Hollywood, the country's glamor city, goes all-out in its observances of the yuletide season. Busy Hollywood Boulevard is turned into "Santa Claus Lane" on the day after Thanksgiving. Tall metal trees flank that famous drive for blocks on end, glittering with the reflection of the sun by day and gleaming by night. A spectacular parade is held along the lane nightly from Thanksgiving to Christmas Eve and must be seen to be appreciated.

Persons who believe there can be no Christmas without snow perhaps should talk to the youngsters down South. The day means just as much to them as to Northern kiddies. They still listen for the sound of reindeer hoofs on the roof and hide under the bed-covers when they im-

agine they hear them.

Wilmington, North Carolina, has picked a spreading live oak as its civic symbol. Decorated with sprays of Spanish moss and hundreds of brilliant lights it presents a breathtaking array to say the least.

Santa Claus, naturally is found at Santa Claus, Indiana

Simple Simon in Detroit's Fairy Tale Parade on Thanksgiving Day



Who better than Paul Bunyan to parade in Portland, Oregon

A view of the Hill to Hill Bridge. Bethlehem, Pennsylvania. The Star of Bethlehem is shown at extreme upper left



Then there is "Christmas Tree Lane" in Altadena, California—the traditional "Fairy Tale Parades" of Portland and Detroit—and Oakland, California's famous pageant called, "The Light of The World."

But perhaps the nation's most sparkling attraction is SANTA CLAUS, Indiana. More than a quarter million people met old Santa himself last year in his American headquarters just forty-five miles from Evansville.

Better known as "Santa Claus Land" this little community embraces 80 acres and abounds with yuletide attractions. There are two model railroads that the kiddies can ride, a Toy Museum, a "House of Dolls," souvenir shoppes, an inspiring "Nativity Scene," the town's famous post office, a couple of statues of Santa (besides the live old gent himself), the "Enchanted Trail" along which is placed life-size figures of the best-known nursery rhyme characters, and, of course, Santa's intriguing "Toyland." Visitors can purchase virtually any type of plaything here and have it mailed directly home bearing the cherished postmark of "Santa Claus, Indiana." Although the most popular season in this tiny community of only 50 inhabitants is from September until January, the project runs on a year-round basis.

This, then, is America at Christmas time. Perhaps the season is being commercialized but its spirit is immortal. And every candle and every light personifies the "Peace on Earth . . . Good-will Towards Men" that the world is dreaming about!

#### CARNIVAL IN ICE AND SNOW

By Don E. Hall

For the sake of novelty why not take a winter vacation in 1951? A fine place for one is St. Paul with its famous "Winter Carnival."

Recognized as the nation's No. 1 winter fete, the carnival launched back in 1886 to combat stories in Eastern papers to the effect that Minnesota in winter was "A Siberia unfit for human habitation." Within a few years St. Paulites soon proved to the world that folks there could not only live in that climate but could have fun in it as well

The event will get off to an impressive start when King Boreas ascends his throne in a grandiose ice palace on January 26. From then on through February 4th everyone goes all out in the quest of merriment. Bankers march with office boys, professional men compete with day laborers in various sporting events.

The grand opening parade really sets the ball rolling. It features uniformed marchers, 50 bands and drum corps, and 35 aweinspiring floats. This procession also has the distinctive reputation of being the only major parade in the world that is marched directly through a municipal auditorium.

Some of the other highlights of

Eighteen-year-old Joan Schaller. Snow Queen of the 1949 St. Paul Banker Clarence A. Maley



the nine-day fete include a national drum majorette contest, spectacular fireworks, national speed skating competitions, mutt races, pistol shooting, curling, snow shoe racing, ski jumping contests with contestants from all over the world, and the original "Ice-fishing Contest." Last year some 5,000 sportsmen attempted to pull out prize-winning catches in the latter event.

Eye-catching costumes abound as the motif of the entire celebration is on a royal basis. "King Boreas" (a local fellow named Norman H. Nelson) and his "Queen of the Snows" (Mary Kay Le Mire) rule over the festivities from thrones in their mammoth "Ice Palace." This Palace, incidentally, is constructed entirely of block ice and illuminated at night by thousands of ever-changing, varicolored lights.

Besides outdoor activities the carnival presents exquisite pagentry at its best. The coronation of the

Queen, her "Grande Ball," the various Royal Parties, and the "Masked Ball of Vulcan" linger long in visitors' memories.

Then, to further add to the tourist's enjoyment, there is a dazzling "Torch-Light Parade," bridge tournaments, beauty contests, bowling sweepstakes, sled rides, hockey games and innumberable other features.

The carnival's villian "Vulcan," also known as the "Fire King," brings activities to a roaring end on February 4 by making a final attack on the palace. This storming takes place amid a gigantic fireworks display and is as thrilling as it is spectacular. The Fire King and his minions reduce the expensive ice palace to shambles, finally winning the battle after an arduous struggle. And then King Boreas XIV and his Snow Queen bring the show to a dramatic climax by abdicating!





Here's an easy way to combine a trip "abroad" with one of the most colorful celebrations of the winter-time season.

El Paso's famed Southwestern Sun Carnival, held in the week between Christmas and New Year's Day, is once again preparing to welcome thousands of tourists for its international celebration, pitched to the theme of the year-round sunshine of the scenic Southwest.

All the features of other bowl games plus a few which only El Paso can offer are included in the plans for the 16th outing of the Sun Carnival. Located within a stone's throw of Juarez, Mexico, El Paso dips into the colorful life of its neighbors for some integral parts of the celebration, including a spectacular bull fight.

Festivities begin with the crowning of the Sun Queen, a local girl chosen by a secret committee. The tempo increases to include an elaborate pageant and coronation ball, symphony concert, street carnival, and a host of other night-time activities.

This side-wheeler river boat represented the State of Mississippi in the annual Pageant of States parade last New Year's Day, at El Paso



The neighboring city of Juarez, Mexico added to the international flavor of the Festival in 1948 with this giant sombrero float

Naturally, the Sun Bowl football game is the highlight of the week but it shares billing with an inter-collegiate basketball tournament, tennis tourney, and of course, the bull fight. Mexico's national sport is presented in the historic Juarez bull ring. The most famous of Mexico's matadors perform in the corrida, held in the afternoon of Mexico Day, a fixture of the Sun Carnival.

The basketball tournament, started last year, will attract four top-notch cage teams for this year's meet. The tourney is held on two nights in El Paso's \$1,000,000 Coliseum which has a seating capacity of 10,000.

The Sun Bowl game is the oldest in Texas and the third oldest in the nation. Traditionally it matches the best of the smaller teams west of the Mississippi against an Eastern or southern eleven. Such well-known schools as Georgetown, West Virginia, Cincinnati, Catholic Univer-



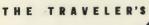
sity, and Western Reserve, have met such strong Southwestern schools as Hardin-Simmons, Texas Tech, Tulsa, and Texas Western.

Prior to the Sun Bowl game is the Sun Parade, a mammoth procession of colorful floats, gaily uniformed bands, prancing horses, and military units. The first Sun Parade was held in 1936 and year by year has grown in brilliance and lavishness. Each year the parade follows a general theme with the 1951 display slated to be based on mythology.

Sun Carnival visitors usually agree that the celebration far exceeds other post-season festival for its friendly atmosphere, activities and general fun-making.

An inter-sectional football game climaxes the Sun Festival each year, and the football theme is carried over to the parade with pretty models riding on the giant football replicas







#### JANUARY

- 1-Mummers Parade, Philadelphia, Pennsylvania
- 1-Rose Bowl Game, Pasadena, California
- 1-Other Bowl Games, Dallas, Texas
- 5- 8-Los Angeles Open Golf Tournament, Los Angeles, California
  - 7-Annual New Year's Regatta, San Diego, California
- 8-12-35th Annual State Farm Show, Harrisburg, Pa.
- 8-12-33rd Annual Pinehurst Field Trials, Pinehurst, N. C.
- 8-13-P. G. A. Senior's Championships, Dunedin, Florida
- 11-14-Bing Crosby International Pro-Am Invitational Golf Tournament, Del Monte, California
  - 12-Florida West Coast Tennis Tournament, Bartlett Park
- 12-20—National Western Horse Show, Stock Show and Rodeo, Denver, Colorado
  - 13—Stephen Foster Memorial Services, U. of Pittsburgh, Pittsburgh, Pa.
- 13 to Feb. 5—Hope Diamond Exhibition, Municipal Auditorium, Miami, Florida
- 14-20-Festival of the States, St. Petersburg, Florida
- 18-19-American Kennel Club Dog Show, St. Petersburg, Florida
- 19-23-Day Horse Racing Meet at Fairgrounds, Phoenix, Arizona
  - 27-Winter Carnival, St. Paul, Minnesota

#### FEBRUARY

- 2-Silver Valley Winter Sports Carnival, Tawas City, Mich.
- 3- 4-Mid-Winter Skeet Championships, Pinehurst, N. C.
- 5- 6-Old Christmas Celebration, Rodanthe, N. C.
  - 6-Mardi Gras Day, New Orleans, La., Mobile, Ala., Biloxi, Miss.
  - 7-Chinese New Year's Celebration, San Francisco, California
  - 9-Dartmouth Winter Carnival, Hanover, N. H.
  - 11-50th Anniversary Celebration, Donora, Pa.
- 11-12-Jackson Hole Ski Meet, Jackson, Wyoming
- 16-18-All American Cutter Races, Jackson, Wyoming
  - 22-Boy Scout Pilgrimage, Valley Forge, Pa.
- 22-25-Houston Open Invitational Golf Tournament, Houston, Texas
- 23-25-20th Annual Winter Carnival, Jaffrey, N. H.
- 23-25-National Baseball Players' Golf Tournament, Miami, Fla.
- 23-25—Roch Cup Giant Slalom and North American Downhill and Slalom Championships, Aspen, Colorado
  - 24-Widener Stakes Race, Hialeah Race Track, Miami, Florida
- 24-25—5th Annual Pacific Coast Mid-Winter Soaring Championships, San Diego, California
- 26-March 2-31st Annual Pinehurst Senior's Golf Championships, Pinehurst, N. C.

# A NASH AIRFLYTE photo guiz

Check Your Travel Knowledge! Shown here are points of real interest to motor-minded Americans who roll from ocean to ocean and border to border over the nation's excellent highways. All of these places should be familiar to everyone who has traveled, or who reads travel literature, or even the weekly and monthly magazines where pictures such as these appear from time to time. Study the pictures, read the clues beneath each one, then look at bottom of page 13, to check the accuracy of your answers. But, give your answers before you look.

This tomb in the Capitol City of the "Sucker State" marks the final resting place of one of our great martyred presidents, and attracts thousands of visitors from all over the world each year. What president is buried here and in what city and state is the tomb located? This house is the home of a national figure, whose hobby is piano playing. Until he rose to fame, the state's most publicized sons were Mark Twain and Jesse James. Whose residence is shown and in what city and state is it located?

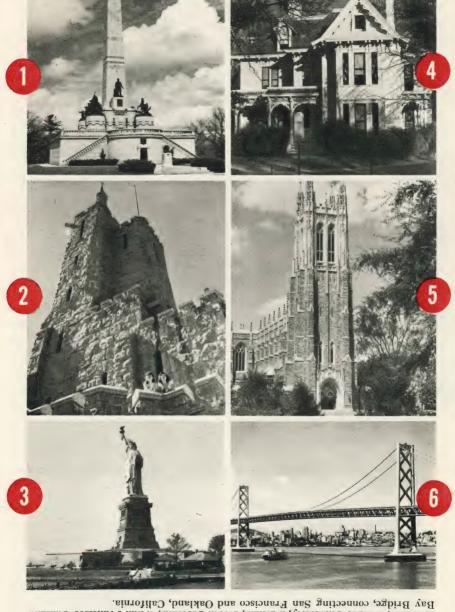
This impressive shrine, which can be reached by U. S. Highways 85, 87, and 24, honors one of our great American humorists. It is located in the "Silver State" very near a famous 14,110 foot peak and on top of Cheyenne Mountain. Clue: One of the honored man's favorite sayings was, "All I know is what I read in the newspaper." In whose honor was the shrine constructed, near what peak and in what state is it located?

The chapel shown here is on a well-known University campus is the "Palmetto State." It was built from an endowment by a noted pioneer in the tobacco industry. The University has grown to fame through its medical school and football teams. Clue: It is situated in a city by the same name as a brand of tobacco. What is the name of the University, the city and the state?

This statue is the work of the sculptor, Bartholdi, and was presented to the United States by France in 1884. The copper figure is 151 feet high, stands on a 142-foot pedestal and weighs 225 tons. A stairway of 168 steps leads to the head interior. What is the statue and in what city's harbor is it located?

This, the world's longest bridge, is located in the "Golden Gate" and connects a city there with the Mainland. It was under construction for more than three years and cost over \$77 million. Its foundations are the deepest under water that have ever been constructed. Name the bridge and the cities which it connects.

ANSWERS to Photo Quix I. Abraham Lincoln, Springfield, Illinois; S. Will Rogers, near Pikes Peak, Colorado Springs, Colorado; S. Statue of Liberty, New York City harbor, New York; 4. President Harry S. Truman, Independence, Missouri; 5. Duke University, Durham, North Carolina; 6. San Francisco-Oakland Bay Bridge, connecting San Francisco and Oakland, California.





Founded two hundred and sixtyeight years ago, Philadelphia has its roots deeply sunk in the historic beginnings of the Western civilization. No other city is so closely identified with Colonial history, with the beginnings of liberty in this land, with the stirring events of the Revolutionary War and with the founding of the new nation. No other American city has resounded to the tread of the feet of virtually every great figure in early history.

For here the nation began its life; here patriots pledged their lives and liberty in that immortal documentthe Declaration of Independence. Over its ground Americans fought bloody battles for their belief in freedom, and here they drafted and put into effect that great bulwark of the liberties of our people—the Constitution of the United States—and started the new government upon its march into the history of all times.

With true regard for the sanctity of the institutions and shrines that became hallowed through the efforts of these patriots, Philadelphia has preserved for the future all of these buildings, battle sites and historic spots so completely and fittingly

that the visitor is able to visualize every great episode of American history vividly and wholly. But Philadelphians did not stop there. They were not content to live in the past. to drift into the backwater of American cities and to be known alone for its memories. They forged ahead to construct the most livable American community, to develop its unsurpassed water front, to turn the thrift, ingenuity, courage and resourcefulness of its citizens into the channels of industry and business to make Philadelphia outstanding in manufacturing pursuits in the world.

Visitors to Philadelphia can live over the trying days of the Revolution. At Valley Forge they can inspect the entrenchments of the Continental Army and visit Washing-

ton's headquarters.

Many other historical events occurred in Philadelphia. The American Flag was designed and produced by Betsy Ross in the little house which still stands on Arch Street near 3rd. Two blocks away the immortal Benjamin Franklin lies buried in the Churchyard of Christ Church.

Clustered in the same vicinity are to be found the most famous group of colonial churches; Christ Church, on Second Street near Market. started in 1727 and still serves as a place of worship, Old Swedes Church, sometimes known as Gloria Dei, completed in 1700, is another of this famous group, located near the waterfront. Others include St. George's Church, oldest Methodist-Episcopal in the world, and St. Joseph's Church, founded the same day and year that Washington was born, is the oldest Catholic Church in Philadelphia.

Benjamin Franklin, in 1749, established the University of Pennsylvania, which has grown to tremendous proportions. Throughout the world it is known as a leader in education, especially in its professional schools. Temple University, founded in 1884, has within a few years grown to have one of the largest enrollments in the country.

Probably no other city contains so many collegiate institutions in its suburban area. The famous Haverford College at Haverford; Swarthmore College at Swarthmore; Bryn

Beautiful Benjamin Franklin Parkway as seen from the steps of the Philadelphia Art Museum. A statue of George Washington stands at the head of the plaza overlooking the Philadelphia Skyline. Directly at the end of the Parkway is City Hall, with Benjamin Franklin statue atop the dome



Mawr College, one of America's most famous women's institutions of learning; Pennsylvania Military College, at Chester; Villanova College at Villanova; Ursinus at Collegeville, and Beaver at Jenkintown, are famed throughout the land, and are in the immediate suburbs of the city.

Philadelphia leadership in the teaching of art, the appreciation of art, and the possession of collection of art, now has been visualized by completion of the Art Museum on the Benjamin Franklin Parkway. This Museum is architecturally a

A Pennsylvania shrine is William Penn's house, located in what now is Fairmount Park, Philadelphia. Historical societies maintain its condition in excellent fashion, but except for paint, the original structure has been untouched since "Billy" Penn himself lived in it

work of art itself—535 feet long and 320 feet deep, it looks down upon the city on one side, and upon the Schuylkill and Fairmount Park on the other and is surrounded by fountains, with beautiful landscape effects. It contains a collection of famous paintings and art objects gathered by famous Philadelphians over several generations and ranks as one of the great art exhibits in the world.

Back in Colonial days, the city was the center of music, and the music lovers built the first big hall of music in Philadelphia. Six years before the Civil War raged throughout America, the corner-stone was laid for the Academy of Music, which still houses the opera, the famous Philadelphia Orchestra—and other widely known musical organizations.

Education for the public through famous museums long has been a Philadelphia habit. The Franklin Institute is one of the most prominent. It is modeled upon the idea of the Munich Museum in Germany; this museum is filled with moving, active

Philadelphia is known for its cultural centers, not the least of which is the Philadelphia Art Museum at the head of Benjamin Franklin Parkway



displays, which, while teaching the wonders of physics, aviation, modern transportation, astronomy and the graphic arts, does so through actual operation of the various displays.

America's most unique and unusual museum is the Commercial Museum, adjacent to the Convention Hall, wherein is displayed manufactured goods and raw materials from all over the world.

For more than a century Philadelphia has enjoyed a reputation for the character of its restaurants and inns. They are the delight of visitors from all parts of the world. Many of the famous and typical of American dishes had their origin in this city and they are so numerous and so appealing that people come from far and wide to indulge in a Philadelphia repast.

A recent survey showed that more country clubs and tennis clubs in proportion to the population are located in and about Philadelphia than are to be found in any city in the world, in addition to which the great park areas, equipped with facilities for recreation, furnish still more facilities for the enjoyment of outdoor life.

Truly, Philadelphia is today an ultra-modern city, with its roots deep in the past.



Chestnut Street—one of the nation's famed thoroughfares, lined with exclusive shops—is the buying center of millions of style-conscious customers within a radius of 200 miles

One of the nation's more beautiful railroad stations is the famed 30th Street Station of the Pennsylvania Railroad, in Philadelphia, where it sits astride some of the most important and heavily traveled rails in the country



# Mobiles Uzaleas RATE "A" FOR WINTER BEAUTY

One of the most colorful winter vacation attractions in the deep South will be the 1951 Azalea Trail Festival staged during February in Mobile, Alabama.

For over 20 years, this floral pageant, which each year attracts visitors from all parts of the nation and many foreign countries, has been one of the South's loveliest displays of floral beauty.

In 1951, there will be a greatly augmented program to interest the visitor. The primary attraction will be, of course, the azaleas—literally millions of radiant blossoms in varying shades of pink, red, orchid and white which grow profusely beneath the moss-draped oaks in spacious, beautiful parks, in giant clusters along the streets and in the gardens of thousands of Mobile homes.

Praise of the beauty of Mobile's azaleas has always been extravagant but heart-felt by those who have a real appreciation of natural beauty.

Dorothy Dix, famous newspaper columnist, has written about the Mobile Azalea Trail:

"I have been in Japan during Cherry Blossom time, and I think that the Azaleas in Mobile are really more beautiful and quite as worthwhile going to see. Mobile is turned into an enchanted city that belongs to some vision of the Arabian Nights..."

A writer for the National Geographic Magazine has said:

"When azaleas bloom, Mobile is in a crimson blaze, as if a giant's brush had painted the whole town red."

Both days and nights will be crowded for visitors to the 1951 Azalea Trail Festival, which is sponsored each year by the Mobile Junior Chamber of Commerce. During the day, the visitor may tour the 20mile-long Azalea Trail; visit beautiful Bellingrath Gardens-"Charm Spot of the Deep South"-see scores of lovely downtown gardens which will be open to the public; inspect many old homes built by the French and Spanish during the 18th, century . . . homes which today are truly showplaces with delicate iron lace balconies, quaint patios and grounds ablaze with the magnificent flowers which have made Mobile famous as the Azalea City.

All the city's music and dramatic talent is being muttered for entertainment nightly during the festival, and three internationally famous groups of artists and entertainers are scheduled during the period of the festival.

Mobile restaurants during the azalea festival will feature a number of Creole dishes and many other masterpieces of Southern cuisine.

Also available to visitors will be the famous Alabama State Docks with facilities which have made Mobile the sixth largest port in the nation in export trade; 121-year-old Spring Hill College, the first Catholic college in the South and the oldest college in Alabama; vast nurseries of the world's largest camellia and azalea growing area.



A Mobile Miss adorns herself with additional beauty of Mobile's azaleas to help publicize the famed trail

View showing azaleas in bloom at Bellingrath gardens near Mobile. The overhanging moss, quiet atmosphere and sweet scented flowers are responsible for the name "The Charm Spot of the Deep South"

The Grotto at Bellingrath gardens is a favorite spot for camera fans. It is on the waterfront of the river and surrounded by colorful flowers in mass bloom

One of the many walks in
Bellingrath gardens with small
azaleas blooming in the crevices between the rocks

Soldiers' Memorial on Highway 90 is most photographed spot in the Mobile area during the azalea season. Tourists come upon the sight as they drive down the highway



## CRATER LAKE

#### Eighth Wonder of the World?

#### By Lucille Kohler

Your car climbs and climbs. Each curve in the road steepens the ascent. The last pushover and there you are on the fabulous and farflung rim of Crater Lake in southern Oregon. Hundreds of feet below, the incredibly blue water is undisturbed by your coming. A silence, like the backwash of eternity, engulfs you. But the air is bracing so you plunge your hands into a fifteen-foot snow bank to mold your first July snowball, and what happens? A mosquito joins you in the prank, sings in your ear, and lights on your wrist. Then you know here is a place where summer and winter meet.

Nestled in the bosom of old Mt. Mazama, yet more than a mile above sea level, this deepest of North American lakes never freezes in the winter nor loses all its snow in the summer thaw. Geologists tell us it was this strange interacting of the cosmic forces of heat and cold, operating together and in conflict in

earth history, which produced this mountain-crest lake 10,000 years ago.

Old Mt. Mazama, like Mt. Ranier and Mt. Hood and other volcanic peaks in the Cascade range, was a glacier-capped eminence rising above its neighbors to a height of more than 12,000 feet. Underneath its tremendous ice coating, volcanic forces boiled and seethed. Molten lava worked its way into glacial cracks and against glacial walls. Here it chilled into heavy solid rock. Gases too, tried to escape, were compressed by the increasing masses of rock and glacier. Something had to give, so geologic gossip has it that the mountain blew its top and relieved itself of fifteen cubic miles of fiery ash and vapors. Lava remnants of this eruption are still detected for 75 miles over the surrounding country. After the explosion the shell that was left of the upper mountain teetered and then collapsed into the void left by the expelled materials. The commanding peak of Mt. Mazama was reduced by over 6,000 feet. But

An extensive view of Crater Lake and its "rim." This deep, quiet lake has no inlets or outlets. The water maintains a relatively constant level, for in the beautiful balance of nature the evaporation that occurs each year is equalled by rain and snowfall



despite the fill-in, a crater 4,000 feet deep remained. Water that didn't go off in steam gathered in the pit. Then several thousand years of rain and snow raised the lake to its present level.

Today you sit on the rim, which is a wall of nearly perpendicular rock from 500 to 2,000 feet above the water. You wonder how long it would have to rain to overflow the crater. You see the launch which carries tourists to Wizard Island cut across the deep blue water. They have boarded it after descending a precipitous trail under the careful direction of guides. You wonder how that boat, which looks the size of a peashell from your high vantage point, though it carries dozens of passengers, was ever lowered to the surface of the water. You wonder why the lake never freezes in the cold Oregon winters so those who come to ski in January might also skate. There are some who say that subterranean fires glowing far below the 2000 feet of water's depth keep it from freezing. No wonder the Klamath Indians regarded the lake with awe as the home of the gods as well as the battlefield of deities.

Several thousand years after the fullscale eruption of Mt. Mazama, a lesser action produced this "pup" volcano in the old crater. It is known as Wizard Island

The Pinnacles are slender spiers of pumice. Some of the "needles" are 200 feet high, carved out of soft volcanic material by water erosion

In the autumn of 1945, a ranger in the Watchman's tower almost 2,000 feet above the surface saw the lake emit a great belch. A smoky cloud surged out of the deep and high into the air. Two days later another of these disturbances appeared on the placid surface of "the sea of silence." Professor Howel Williams of the University of California, a leading authority on Crater Lake, said then: "Renewed activity is not out of the question." But the deep blue lake has made no further surface display; it has contained itself and its secrets.

Yet its silence is ominous as you sit on the rim and wonder many things and quietly feed peanuts to the little chipmunks, protected by the National Park Service and so tame they will take the food right out of your hand. Shrouded in its vast silence and beauty Crater Lake will stir your imagination as will no other natural spectacle in the United States. But there is one thing about which you do not wonder—that Crater Lake has been called the eighth wonder of the world.







### →1896 HOUSE-WILLIAMSTOWN, MASS.

Turkey is good eating, any way it's prepared, but the bird reaches its ultimate in turkey villeroy. To enjoy this exciting European dish at its best, you eat it in a barn.

Of course, the 1896 House in Williamstown, Mass., isn't really the big, red barn it appears to be from the outside. It's a big, yet cozy, modern restaurant with dark, knotty pine interior, equipped with a circular bar, a big fieldstone fireplace and, at the rear, a shaded outdoor terrace with a rustic view of woodland and stream.

When the Reder twins, Harold H. and Charles S., bought the building in 1939 it was still a barn, complete with cattle stanchions and white-washed interior, although for a time it had been an artist's studio. The Reders left the exterior practically intact, for atmosphere. A silo, left "as is," eventually will become a gift shop.

The restaurant got its name from the numerals, "1896," worked into the roof slates when the barn was built. "All the other names we liked were already being used," said Harold Reder, "so we thought we'd be different."

Located on Route 7, on the out-

skirts of the town which has grown up around Williams College, the 1896 House is open from April 1 through November 30, and is a regular stopping place for hundreds of visitors to the Berkshires.

One dish above all others has made the 1896 House famous. This is turkey villeroy, introduced there by the establishment's chef, Alexander Nagy. Nagy learned his art under his father at the Hotel St. Gellert in Budapest. He was brought to New York in 1939 to serve as head chef at the Hungarian government's pavillion at the World's Fair. The turkey villeroy recipe is one of many which were handed down in the Nagy family.

So popular has the dish become that the 1896 House now prepares it in frozen form, and it is sold in the better food stores throughout the East, as far west as Buffalo.

Nagy's turkey villeroy and other dishes have attracted many famous people to the 1896 House. Sinclair Lewis, the novelist, and Song Writer Cole Porter are Williamstown residents and regular diners there. Rosalined Russell and Bette Davis are among the Hollywood folk who have discovered the 1896 House.



THE NASH OWNER'S

## album

#### **Puppeteers**

Do you want a big production in miniature? Then you should see "Paul's Puppete." Not only have they been giving marionette performances on television for nearly three years, but the productions include many beautifully-made miniature models for trick close-up shots. Such things as castles, complete with moat and drawbridge, a fisherman's hut on a wharf, a storm-rocked ship at sea, or perhaps a babbling brook at the bottom of a huge cliff are all included, with many others.

All these things are used over WBAL-TV, where "Paul's Puppets" are sponsored by Hutzler's of Baltimore. Just two people are responsible for all this and more. Edith and Bernard H. Paul, of Linthicum Heights, Maryland use their large attic studio-workshop to design, make and costume all of the marionettes, write the plays, construct the scenery and props, and to memorize all the lines. The performances they give use a professional stage, in miniature, with every facility.

Edith and Bernard Paul have been giving marionnette performances since 1929. They were on the faculty of the Maryland Institute of Art, teaching Puppetry and Stage Costume. They were always interested in the theatre and this was the medium they choose to give plays that would interest children of all ages, from 2 to 82.

They are Charter Members of "The Puppeteers of America," and were the first Marionette Company to be invited to the White House to play for the Roosevelt family and guests in 1934. Their first television program was over experimental station W3XK at Wheaton, Maryland in 1931.

The Pauls have traveled quite a bit in previous years, performing at various schools, colleges, churches, clubs, and department stores and utility companies, where they did advertising. Now, however, television contracts predominate, confining them to the Baltimore area. In their traveling, they have tried every means of transportation-trailer. truck, and bustle added to a sedanit wasn't until 1947, when they bought their Nash Ambassador Suburban, that they found the answer to all their problems. They have since purchased two more Nashes. the latest of which is a 1951 Nash Ambassador Airflyte.





A kindly, very active man with graying hair, James A. Coney of North Berwick, Maine, is constantly on the road—averaging 32,000 miles annually—in connection with his work as New England Field Secretary of the Society of Friends (Quakers). He is married and has two children—a daughter, who teaches English at the Quaker School in Moorestown, New Jersey, and a son who is a senior at Colby College, Waterville, Maine.

Mr. Coney was born in Brighton, in the south of England, and was educated at Woodford (Quaker) College, Birmingham, England. After serving as a minister for eleven years, he came to the United States in 1925, to take a pastorate for the Society of Friends at Lynn, Massachusetts. Three years later he was chosen Field Secretary for New England, a position he has held ever since.

Mr. Coney and his Nash are constant companions as he relies on his car to take him to district and quarterly meetings, to a different church every Sunday and to lectures in churches and schools. From Aroos-

took County, in northern Maine, down through Connecticut to the New York State Line, he travels over the hills and through the valleys of the six New England States. His car is a 1948 Ambassador Brougham. He chose a Brougham because he needed the large trunk space to carry the sound, still and movie equipment he needs in his work. His car not only carries him all over New England, but on long trips as well. Each year, as a member of the National Executive Committee, he drives to Richmond, Indiana for national meetings and every summer he carries five passengers to youth camp in the Georgian Bay Region of Ontario, Canada. Less than a year ago he visited the eight districts of North Carolina.

Since holding his present position, Mr. Coney has taken trips to Central America, Jamaica, and twice to Europe. He expects to visit England again in 1952. Truly a busy man.

Mr. Coney is very enthusiastic regarding his Nash. He stressed the fact that passengers invariably speak of its smooth, quiet ride.

#### Miner — Musician





Iron miner by day and musician by night correctly describes the life that Frankie Smoltz leads. A foreman for the Oliver Mining Company, he takes part in the main industry of Northern Minnesota, iron mining on the great Mesabi Iron Range, and on an average of three evenings a week he and his orchestra play for dances in the various night spots along the Range.

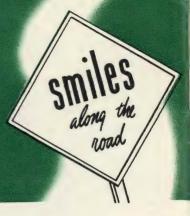
At the age of four he started to play a Slovenian-type accordion and he has been at it ever since. Surprisingly enough, his formal musical education consisted of one violin lesson at an early age. He still remembers his first and only lesson. The teacher put a piece of music on the stand and told him to play. The teacher gave him such a bad time that he went home and promptly broke the violin bow. However, he took to playing the accordion by ear and today practically everything he plays is strictly by ear. He can read very little music. Lack of a formal musical education didn't stop him from organizing his own band ten years ago. Today he leads one of the most popular dance bands on the Iron Range.

He is married and lives with his wife and two children at 227 Southwest Fifth Street in Chisholm, Minn.

This year Mr. Smoltz purchased his first Nash, a 1950 four-door Ambassador, and is highly pleased with it and its economical operation.

#### GOT A LAUGH?

Share it with Nash Airflyte readers and be richer by five dollars. Nash Airflyte pays five dollars for each Smile Along the Road contributed by a reader, and selected for publication. All contributions become the property of Nash Airflyte and none will be returned. Let us hear from you. Send your contribution along to Nash Airflyte Magazine, 431 Howard Street, Detroit 31. Michigan.



#### UNDERSTAND?

On a stretch of road under repair about three miles southwest of La Grange, in northeast Missouri, is this sign:

# ROAD UNDER CONSTRUCTION

IF YOU AINT GOT ANY BUSINESS IN HERE YOU AIN'T GOT ANY BUSINESS IN HERE

#### QUIET, SON

The following is a sign seen in a cafe in a small town in Central Colorado:

Don't question your wife's judgment. Look who she married.

> Mrs. Mike Ashcraft Denver, Colorado

#### SEE!

As I was going thru Arkansas
I saw a saw that could out saw
Any saw you ever saw—
If you ever find a saw
That can out saw the saw
I saw in Arkansas,
I'd like to see your saw saw.

J. E. DeCastro Muskogee, Oklahoma



#### ALSO, POSITIVELY

The sign shown (left) is found on waste phosphate land near Lakeland, Florida. Due to the natural hazards of surface mining and the resulting pits and shifting sand hills, the sign is appropriate in all respects.

Duane Perkins Lakeland, Florida





#### JUST DON'T DO IT

A sign adjacent to a stack of used lumber along a highway near an Illinois mining village:



A. E. Moos Nokomis, Illinois

#### MUST BE VERSATILE

Sign in a cafe window:

Wanted: A man to wash dishes and two waitresses.

Mrs. Phil. E. Murray Bellingham, Washington

#### ABOUT THE SIZE OF IT

A Manhattan masseur advertises: WE TAKE YOUR BREADTH AWAY.

> Frances Rodman Ridgewood, New Jersey

#### TIPS ON ROMANCE

Along the Oregon coast is this series of Burma Shave signs:

The place to pass on curves you know

Is only at a beauty show.

A whiskery kiss for the one you adore

May not make her mad, but her face will be sore.

When she doesn't kiss you like she

Maybe she has found a smoother rooster.

These signs we gladly dedicate
To men who've had no date of late.

Bonnie King
Willamina. Oregon

#### TRUTHFUL ABOUT IT

This sign was near the entrance of a downtown building in Indianapolis.



#### MUSIC WHEREVER YOU GO

Wherever you drive...a crowded city traffic or on open country byways...the new Nash Airflyte Long Distance brings you the finest in listening pleasure. Engineered specifically for your Nash Airflyte, this new radio incorporates

all of the latest advances in automotive radio design. A superb, high powered receiver with six low current,



long-life tubes, and super-sensitive tuning, this new radio will give you a new thrill in listening. The new super power speaker is centrally located in the dash for balanced sound reception throughout the car. Designed to match

the smart Airflyte interior trim, the modern control panel for this new radio is finished in smart chrome. Enamel an empty salad oil bottle with a bright color and when dry, letter on your favorite salad dressing recipe with white paint. The recipe will always be handy and the bottle will add to kitchen decoration.

Mrs. Fred Conrad. Tucson, Arizona

To prevent fingernails from becoming stained when tinting or dying materials apply a thick coat of clear nail polish to and under the nails and in crevices around nail edges. This can easily be removed later with fingernail polish remover.

Mrs. A. DeVos. Seattle, Wash.

To pack medicine bottles or perfume for traveling dip the ends of the bottles in melted paraffin to prevent spilling.

Mrs. Walter Calhoun, Brocknay, Pa.

An easy way to remove food from a can and keep it in one piece is to cut the top off the can in the usual manner then punch a hole in the bottom of the can. Blow a little air into the small hole and the contents drop out whole.

Buss Gorley, New Castle, Pa.

When cleaning and polishing twotone shoes, apply cellulose tape to mask the portion that is not being cleaned. Tape will come off easily when finished.

Margaret Ovuka, Richland, Wash.

The top of a fruit jar nailed to a clothes post enables you to fill the jar with clothes pins and have them always clean and handy for hanging out occasional pieces of laundry.

Mrs. Ted Boehme, Racine, Wisconsin



Harry and Harriet want to hear from Nash Airflyte readers and get their favorite household hints and shortcuts for common chores. For each contribution published Nash Airflyte will pay contributors five

A clear plastic pillow cover used as a scrap bag keeps all pieces of material visible and eliminates pulling the contents out in order to find the particular scrap or patch needed.

Mrs. Leo Umboltz, Berrysburg, Pa.

Place the wrappings from butter and margarine in the refrigerator and use them for greasing pans and bakingdishes.

Mrs. Oscar Lungerhausen, Ft. Myers, Florida

To keep the icing from running off a cake, dust the cake with a fine powdering of cornstarch before spreading the icing.

Mrs. J. E. Kingery, Alton, Illinois

An easy way to sharpen a razor blade is to rub it back and forth on the inside of a glass.

Mrs. Violet Lush, Mt. Ephrain, N. Y.



dollars. All contributions become the property of Nash Airflyte and none will be returned. Address contributions to Harry and Harriet, care of Nash Airflyte Magazine, 431 Howard Street, Detroit 31, Michigan.

Attach a three-pronged towel rack to the broad end of the ironing board to hold small pieces as they are ironed. It saves steps and may be folded out of the way when not in use.

> Mrs. George Vanderlinden Cloverton, Minn.

A good paint-catcher is a paper plate pasted to the bottom of the paint can. It's a handy place to rest the paint brush, too.

> Mrs. Dana L. Brown Monroe, Washington

When wrapping a package first dampen the string and then tie the box. As the string dries, it shrinks and makes a tightly bound package.

Mrs. A. J. Sobon, Holyoke, Mass.

A simple way to clean the dust from house plants is to fill a small clean fly sprayer with water and spray the leaves gently.

Miss B. L. Schmidt, Garner, Iowa

Nail two large spools on the inside of the kitchen closet, as far apart as the middle of the ironing board and slip the board between the spools for neat and easy storage.

> Mrs. Harvey Hammond Oklahoma City, Okla.

#### SAFER DRIVING WITH NASH FOG LIGHTS

In bad weather you can depend on Nash Fog Lights, shown here installed on a 1951 Ambassador. These sealed-beam units assure fixed-focus, trouble-free light providing maximum visibility in fog, rain, snow or sleet. They are designed for installation on the front bumper of your Nash Airflyte, and your local dealer has them.



# COMMON SENSE

Several years ago there was a very funny sequence in a Marx Brothers' movie, in which Groucho, portraying a doctor, took a quick look at a stricken man and reported:

"Nothing can be done for this man; he's fainted."

You have above an opinion not related to facts. The illustration applies to the service idea to which the reproduced poster on the opposite page is devoted. There is a great difference between opinions and facts.

Another illustration is found in the varying descriptions given by a group of witnesses to a single action—whether it be a football play, a boxing bout, an auto accident: Each witness is sure his account is correct and factual, yet the very fact that stories do vary is proof, that at best, most eye-witness accounts are wrong in some respect.

Again, many symptoms of illness are common to many different and entirely dis-similar sicknesses, yet in most cases an ailing person will have not all of the sicknesses of which his condition is symptomatic, but a single one of them.

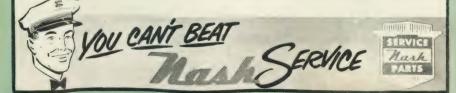
It is the same with your car when it obviously is in need of service. At such a time certain definite things are wrong and need correction—it is wise at such a time to find out exactly what things need attention. In other words—as the poster says—GET FACTS—NOT OPINIONS.

The best place to get facts is at your Nash Dealer's Service Department—where your car is known and where the attendants have been trained in factory methods of servicing. They know what makes your Nash tick and know what is wrong when it doesn't tick properly—they have Facts, not opinions.



## LET US DIAGNOSE YOUR CAR AND PRESCRIBE CORRECT SERVICE

- **★** Engine Performance **★** Body and Fenders
- ★ Clutch and Brakes ★ Rear Axle
- **★ Transmission** ★ Electrical System



SEC. 34.66 P. L. & R.
U. S. POSTAGE
PAID
DETROIT, MICH.
Permit No. 5548

Howard E Kilborn 906 Bauman Ave Austin Minn



# at this time of the year

It is our wish that you and yours may enjoy a happy Christmas and a most prosperous New Year.

## ENSTAD NASH, INC.

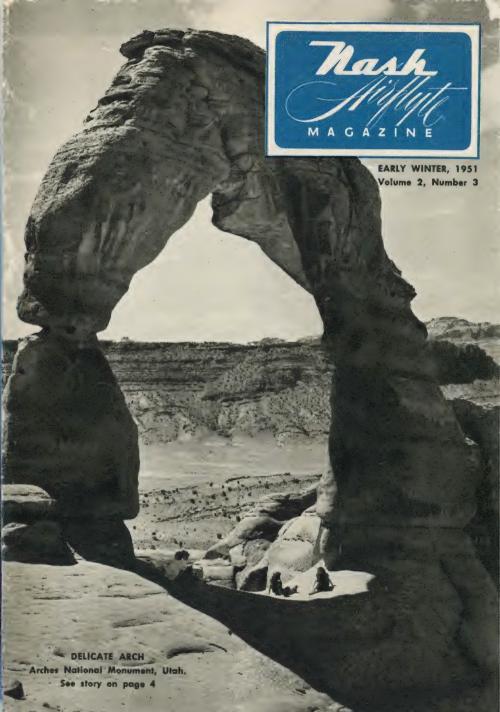
1327 Oakland Ave., W.

Austin, Minn.

Phone 9639.

More For Your Cash at Enstad Nash

14-5



VOL. 2



NO. 3

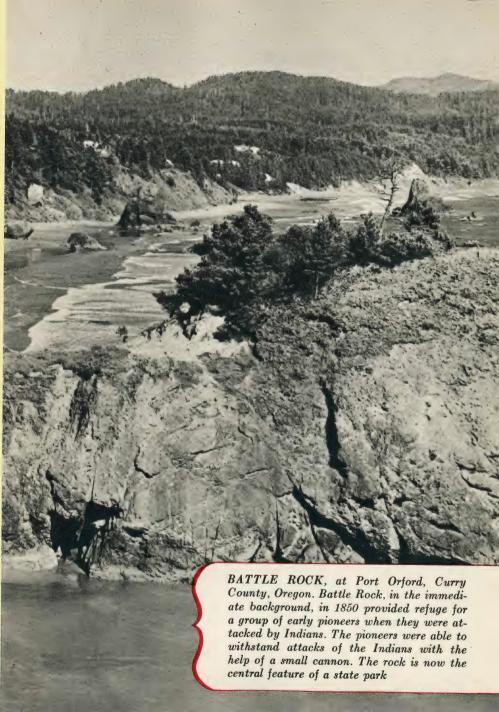
Editorial Offices: 431 Howard St., Detroit 31, Mich.

Published by and distributed with the compliments of your Nash Dealer.

COPYRIGHT 1951 . NASH MOTORS DIVISION OF NASH KELVINATOR CORP.

Pa	ige
Arches National Monument	4
Good Roads Don't "Just Happen"	6
Spring in Full Flower	10
Birthplace of Our Bill of Rights	13
Winter Paradise	16
Bardstown	18
Favorite Eating Place	21
Nash Owner's Album	22
Harry and Harriet	26
Smiles Along the Road	28





# ARCHES NATIONAL

by Hal Strong

Arches National Monument in Utah's fascinating southeastern section was, until the last few years, accessible only to the most hardy and adventurous traveler. Now, adequate roads have been extended to even the most remote arches.

Concentrated in the area surrounding the small town of Moab are such scenic spots as Arches National Monument, Dead Horse Point and an extremely interesting road trip along the Colorado river.

Arches National Monument in-

cludes numerous balanced rocks, spires and other formations, in addition to over a hundred rock arches of every size and shape. One's imagination is wont to run riot in the maze of wondrous formations and color ranging from sand hues tinted with pink to reddish brown which appear almost red at sunset. An experienced hiker can truly feel he is discovering new territory as some sections of the Monument have never been fully explored. Delicate Arch, set precariously in a fantastic setting of slickrock, is truly awe inspiring. Landscape Arch, as long as a football field, is yet only six feet thick-and Double Arch, a unique formation of two arches will long be remembered.

Dead Horse Point, not far from the Arches region, is an entirely dif-



Balanced Rock

Turret Arch through North Window at Arches National Monument







#### MONUMENT

ferent attraction, being not unlike Grand Canyon. From the Point one can look down three thousand feet to the Colorado River winding through some of the most rugged land in this country.

This little-publicized section is fast becoming more popular each year to tourist travel. The motion picture industry has also discovered recently that this area is excellent for location purposes for some of their important western historical pictures. The rugged beauty of the landscape lends itself extremely well to this type of picture.

The improvement of roads has been instrumental in attracting interested tourists, and within a few years this area will probably rival such established scenic wonders as Grand, Bryce and Zions Canyons.

Double Arch is another long remembered scene near Moab

Landscape Arch is 291 feet long, but only six feet thick. It is the longest known arch in the National Monument, all of which has not yet been explored



View of the winding Colorado River from Dead Horse Point, near Moab, Utah. It is a two-to-three thousand foot drop to the river





## ····· GOOD HIGHWAYS DON'T

Motorists who speed over the superb highways in our country are little conscious of the efforts behind the smooth, ribbon-like routes that honeycomb the nation. Old-timers will tell about and contrast todays transportation with that possible in their day when dirt roads were the rule, and not the two-or three-day detour. In those days new roads were more or less of a gamble; they looked beautiful when completed but no one knew what travel and weather would do to their initial beauty.

Today the materials in our motorways are thoroughly tested which in turn helps spell safety for motorists. There are "farms" that are nearly ten years old that have as crops concrete slabs and posts instead of beans and corn. These posts are "planted" and then carefully watched by trained engineers and research scientists from all over the United States and Canada. Two of these interesting "farms" are located at Naperville. Illinois and Perry, Georgia, and are probably the oldest farms anywhere in the world! The results of the many tests made in the spots provide valuable information as to the best types of concrete mixes to use for the much-used highways (and other purposes, too) and road-

St. Louis is proud of the express highway that extends three and one-half miles into the city and carries more than 28,000 vehicles daily. Besides serving downtown St. Louis, it acts as an arterial lane for U. S. Highway 40. It does much to relieve the city's traffic congestion



## "JUST HAPPEN"!



builders profit wisely, passing their printable knowledge on to the motorist by supplying him with top-drawer roadways.

Test pavements are installed, then subjected to all kinds of weather and soil conditions . . . watched carefully and judged according to the reactions. Three of these test pavements are in New York, South Carolina and Missouri. At Cape Cod, St. Augustine

One reason our nation's highway travel is as safe as it is, is because the materials that go into the highways are well tested before use. Here is shown one of the experimental farms sponsored by the Portland Cement Association, where concrete is subjected to all sorts of tests as a means to perfection in highway materials

Davison Limited Highway provides non-stop highway travel for nearly two miles through one of Detroit's most solidly built-up areas



and Newport Beach, California, concrete piles in water act as highway guinea pigs for roadmaker specialists. At Florence Lake Dam in the High Sierras and at Green Mountain in Colorado, road materials are being exposed to unusually severe weather at 7000 foot altitudes. The minimum temperatures are well below zero and daily fluctuations are wide and speedy. Such tests are bound to show up the weak points in materials and when they do the weaknesses are rectified, or if it can't be done so, that particular mixture is abandoned.

All of the tests have been closely watched and will continue to be, which means that from year to year the folks responsible for our highways are improving them all of the time. When new roads go in—

as they are doing constantly-we may pretty well bank on the excellent materials that make them safe and sound. Many of the new routehighways are planned to cut down or "duck" traffic, to remove bottlenecks near and in large cities, making driving safer and more pleasant. One has only to swing around one of the new clover-leaf formations to realize what a vast amount of study and thought went into the clever scheming so that motorists may make their way without awkward stopping, turning around and other bothersome traffic slowups. It should be very gratifying to us, as a motorized nation, to know that our cars roll over the best highways that can be built-highways that are the culmination of intelligent research and didn't "just happen."

Merritt Parkway joins the Hutchinson River Parkway at the Connecticut— New York boundary. It is built through a 300 foot right of way



#### THE TRAVELER'S

Where to go

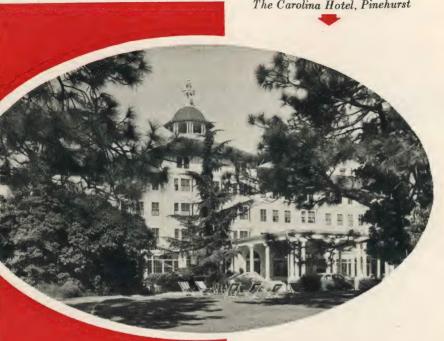


#### FEBRUARY

- 2-Silver Valley Winter Sports Carnival, Tawas City, Mich.
- 3- 4-Mid-Winter Skeet Championships, Pinehurst, N. C.
- 5- 6-Old Christmas Celebration, Rodanthe, N. C.
  - 6-Mardi Gras Day, New Orleans, La., Mobile, Ala., Biloxi, Miss.
  - 7-Chinese New Year's Celebration, San Francisco, California
  - 9-Dartmouth Winter Carnival, Hanover, N. H.
  - 11-50th Anniversary Celebration, Donora, Pa.
- 11-12-Jackson Hole Ski Meet, Jackson, Wyoming
- 16-18-All American Cutter Races, Jackson, Wyoming
  - 22-Boy Scout Pilgrimage, Valley Forge, Pa.
- 22-25-Houston Open Invitational Golf Tournament, Houston, Texas
- 23-25-20th Annual Winter Carnival, Jaffrey, N. H.
- 23-25-National Baseball Players' Golf Tournament, Miami, Fla.
- 23-25-Roch Cup Giant Slalom and North American Downhill and Slalom Championships, Aspen, Colorado
  - 24-Widener Stakes Race, Hialeah Race Track, Miami, Florida
- 24-25-5th Annual Pacific Coast Mid-Winter Soaring Championships, San Diego, California
- 26-March 2-31st Annual Pinehurst Senior's Golf Championships, Pinehurst, N. C.

#### MARCH

- 1- 3-S. E. Conference Basketball Tournament, Louisville, Ky.
- 1- 4—(Opened February 24) Midwinter Fair, Imperial, Cal.
- 1- 4-Continuation of the "Descent of the Elk" Festival, Jackson, Wyoming
- 1-May 30-Bellingrath Gardens Spring Floral Display, Mobile, Alabama
- 5-10-International Flower Show, Grand Central Palace, New York City
- 5-11-National Antique Show, Madison Square Garden, New York City
- 9-11-International Desert Cavalcade, Calexico, California
- 11-17-80th Annual Spring Flower Show, Boston, Massachusetts 15-Apr. 30-Orange Blossom Time,
- California
  17-U.S.E.A.S.A. Women's giant slalom championships, Water-
- ville Valley, New Hampshire 17-18-11th Annual Downhill and Slalom Open Competition for Harriman Cup, Sun Valley, Id.
  - 25-Easter Sunrise Services at Mount Helix, El Cajon Valley; atop Mount Soledad; Balboa Park, and Presidio Hill, Cal.
- 29-31-Wilmington Azalea Festival and Open Golf Tournament, Wilmington, North Carolina
- 29-31—Junior Badminton Championships, University of Minnesota, Minneapolis, Minnesota
- 31-Apr. 1—Cherry Blossom Festival, Washington, D. C.



pringtime in flower-

PINEHURST, N. C.

Spring in Pinehurst, North Carolina's top vacation resort, is as refreshing as the fragrance of a rose in full flower. It comes on the wings of a warm trade wind and a mellow sun. It comes early, too. It comes when folks up north still are sloshing through melting snows and buttoning up coats against biting winds.

At this oasis in the sandhills and longleaf pine country of central North Carolina, the spring ushers in a season of blooming flowers, singing birds, and an earth sweet with the smells of new grass, unfurling ferns, and warm sands.

Spring in Pinehurst sets off new activities for the tourist. There is horseback riding over winding trails which penetrate deep into pine forests. There is golf on four superb courses; lawn bowling, tennis, and just plain porch rocking on one of the spacious porches of the fine hotels.

In March and April events spring up as fast as the wild flowers. On March 1 and 2 there is scheduled



Practice putting greens at Pinehurst Country Club

the 31st Annual Pinehurst Seniors Golf Championship at which leading golfers participate. On March 25 there is the Spring Informal Horse Show followed five days later by the Third Annual Donald J. Ross Memorial Fixed Foursome Golf Tournament.

Vacationists to Pinehurst during the coming spring season will have the advantage of boating, fishing, and swimming in a man-made lake which was finished here only a few months ago.

As a golf resort, Pinehurst has few equals. Spread over 700 acres, there are three 18-hole courses and one new 9-hole course. The championship course is considered one of the world's finest. A new nine-hole course, designed especially for the player who is satisfied with a daily nine holer, will be opened in the spring.

Accommodation wise, the spring vacationist to Pinehurst has the choice of some of the country's best. Heading the list is the impressive Carolina Hotel, a place designed for resort life. It stands in its own park, which includes a riding ring

(continued on next page)

Riding is an all-season sport





The eighteenth green on the No. 1 course

where some of the best known riders of the country can be seen in informal horse shows regularly throughout the season. Rates at the Carolina vary with the time of year, but start at \$11 a day, American plan.

The Holly Inn, with capacity for 130 guests, runs from \$9 a day, the Pine Crest Inn, recently refurnished, and the smaller Berkshire from \$8.

Pinehurst visitors can be spectators as well as participants in many of the events scheduled in the spring season. For instance, in April the 51st Annual North & South Invitation Amateur Gold Championship, set for the 12th through the 14th, is one of the more popular attractions for visitors. Two other April events, also equally important to the spectator, are the 49th Annual North & South Invitation Golf Championship for Women and the Sandhills Skeet Championships.

Pinehurst during March and April is, in a word, Spring in full flower.

Teeing off from the famed "Cathedral Hole" on Pinehurst's No. 3 course



## 

by Dorothy Cleaveland Salisbury

In Fairfax County, Virginia, only a few miles from Mount Vernon, another shrine of American liberty has recently been opened to the public. This is Gunston Hall, the home of George Mason, originator of our Bill of Rights and coiner of that familiar phrase epitomizing our liberties, "Life, liberty, and the pursuit of happiness."

State highway No. 242 leading eastward from U. S. No. 1 about fifteen miles south of Alexandria brings you in a short four-mile drive to the Red Gate entrance to the estate of Gunston Hall.

George Mason, fourth of the name in America, was the revered "elder statesman" of that great triumvirate of patriotic and liberty-loving Virginians which included also George Washington and Thomas Jefferson. Gunston Hall, not far from the "great public road" whose route is followed by today's highway, was a familiar meeting-place for the leading men of the colony and state as well as travelers from more distant places.

Though the outbuildings are gone, the house itself, a story-and-a-half brick with stone trim and white porches, appears today practically as it did when George Mason moved his family into it in the spring of 1758. On the first floor two rooms

(continued on next page)

Gunston Hall from landward side. Library is to the left of the entrance





The formal gardens have been restored to their earlier-day beauty

liberty: the Fairfax Resolves, the Virginia Declaration of Rights, and much of the first State Constitution of Virginia—bases of the Bill of Rights of our Federal Constitution:

The south doorway opens onto a broad, level lawn. Great billows of boxwood separate it from the gardens. Through the center of the gardens, a narrow defile in box fourteen feet high, leads to the brink of the plateau. Below and beyond lie fields and woods and the blue Potomac. The gardens, now being restored to their original patterns, are bright with a succession of old-fashioned flowers from early spring to late fall. And at all seasons the boxwood shines green and smells sweet in the sunshine.

The last Mason to live in Gunston Hall sold the property in 1866. During the next fifty years, it passed through many hands. Finally in 1912 Mr. Louis Herdle of Chicago bought it, in spite of the dilapidation and decay into which it had fallen. It

open on each side of a broad center hall. The unique beauty of the building is the elaborate hand-carved woodwork, inside and out. Cornices, casings, mantels, alcoves and cupboards are rich with fluted columns and mouldings intricately carved.

Though the rich decorations of the Chinese Chippendale and the Palladian rooms win admiring "oh"s and "ah"s, it is the liberty-guest room which is the heart of this shrine. For here, presumably, Mason, profound student of constitutional law, wrote those great documents of

The 200-year-old boxwood at Gunston Hall is unsurpassed in America





Gunston Hall with its low-sweeping roof and five dormer windows, has a small-cottage air, yet it housed the Masons and their nine children—and guests

was a labor of love for the Herdles to restore the old place to its original beauty and dignity.

In 1932, after his wife's death, Mr. Herdle deeded the property to the Commonwealth of Virginia, reserving a life use of the estate, and designating the National Society of Colonial Dames as custodian. Since his death in September 1949 the Society has been renovating and refurnishing the house and gardens to bring them back as nearly as possible to their original appearance in the days of George Mason.

the building, tell the story of George Mason, and then let you wander at will through the gardens and visit the family cemetery close by where lies the man so aptly called "the Pen of the American Revolution in Virginia."

You may now visit it any day, between 9 a.m. and 5 p.m. The entrance fee is 50c. One of the staff will gladly point out the beauties of





Cemetery at Gunston Hall. The rough-hewn stone of pyramidal form marks the grave of George Mason

## Offinter faradise by Louise Price Bell

A few miles from the little town of Ketchum, Idaho, in the shadow of the rugged Sawtooth Mountains, is the little resort-spot called Sun Valley . . . well named because it nestles in the valley and catches sunlight like crazy.

It's a ski-lovers' Utopia, and sportsmen of both sexes from all over the country hie there, when they can possibly do so. Visitors are not all skiers, nor under-forty-folks, since the spot is beautiful . . . the accommodations luxurious; and it's fascinating to be an onlooker. Scads of people trip to Sun Valley to watch from the snow-surrounded, sunwarmed porches; it's great sport for non-athletes.

Motorists roll over U.S. Highway 93 to the town of Ketchum and then take an improved road for a few miles to the resort. Sometimes a horse-drawn wagon comes to Ketchum and traveling in that adds atmosphere even though the progress is slow. This is the method guests often use after once located, they take trips to Ketchum.

The maximum elevation is 12,500 feet. Views from lodge, ski-lifts and porches are breathtaking. Nationally-famous skiers are always on the spot, beginners learn quickly under the supervision of top-ranking skimasters. Here's a spot well worth visiting at any time of year, but particularly in winter when the outside activities are exciting and the fireplace-warmed rooms inside are relaxing and delightful.



Spectators bask in the sun, surrounded by snow. At Sun Valley, there's never a moment of boredom

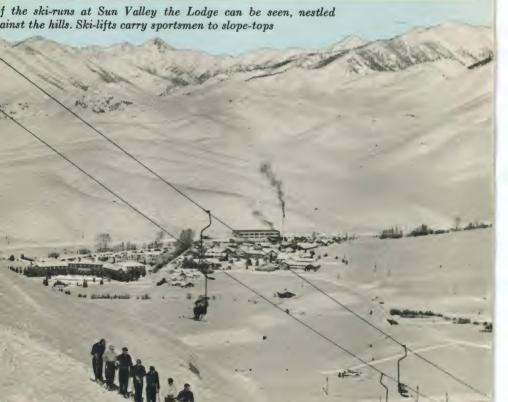


Skiing isn't the sole attraction there is also year-round outdoor swimming in a heated pool



mecca for ski-enthusiasts through the counry, Sun Valley lives up to its name. Note the hadows, mute testimony of the sun's presence





## Bardstown

#### OLD KENTUCKY'S HISTORICAL SHRINE

#### by J. Dan Williams

Bardstown may be short on quantity but the quality is there! This old town—it was established in 1775—attracts more visitors than any other place of historical interest in Kentucky.

The courthouse forms a hub for Federal and State highways 31E and 150 going North and South, 62 and 68 going East and West.

Still embedded in the courthouse lawn is the slave auction block used in the days before emancipation. It was here that Henry S. Lane, first Republican Governor of Indiana, is said to have watched slaves being bought and sold. As he grew to manhood he became one of the leaders in the movement that led to emancipation.

Just across the street you'll see

John Fitch, inventor of the steamboat, fought a losing battle to get his project financed. He died in Bardstown in 1798 and was buried on the Court Square. This memorial includes a brass plate on which the story of his inventive genius is told



St. Joseph's Cathedral was the first Cathedral west of the Alleghenies. It contains rare art treasures given by King Louis Philippe of France, who visited Bardstown in 1797



"Wickland," built on property that was owned by the first American surgeon to perform a hip-bone operation, has been the home of three governors. It has stood since 1817

the grave of John Fitch, inventor of the steamboat.

For those who think of Robert Fulton in this role, there is a bronze plate telling a brief story. It tells how Fitch, a lieutenant in Washington's army, came to this part of Kentucky in 1780 as a surveyor. He became interested in river transportation, being near the Ohio, and began to experiment. In five years Fitch had completed his first model of a steamboat.

It worked, but the light tubes and boiler couldn't stand the strain. He built other boats but finally ran out of money. Failing to get his project financed, he at last gave up.

Abandoning his plans, he wrote, "The day will come when some more



powerful man will get fame and riches from my invention; but nobody will believe that poor John Fitch can do anything worthy of attention."

In 1813 when Fulton tried to enforce his claim to be the inventor of the steamboat, he was told "that the boats built by Livingston and Fulton are in substance the invention patented to John Fitch in 1791."

But the ruling came too late for poor John Fitch. He had died fifteen years earlier trying to drink away his bitterness.

On the opposite side of the courthouse from the Fitch memorial

(continued on next page)

First called the Old Stone Inn, the Talbott Tavern has been serving travelers since just after the close of the Revolutionary War. Modern service is offered but the atmosphere of Early American times has been preserved





The Bardstown slave block, a relic of the days before Emancipation, is said to have played a part in the lives of several men who led in the movement that led to the Emancipation Proclamation

stands the Old Stone Inn, now called The Talbott Tavern. Built in 1779, its thick stone walls, built-in cupboards, ceiling timbers, and great fireplaces make you forget that you are only an hour's drive from Louisville.

Out on the eastern edge of town stands "Wickland," built in 1817. It has been the home of three governors. The land on which the house is built belonged to Dr. Walter Brashear, the first surgeon to perform a hip-bone operation in America.

A few miles away stands "My Old Kentucky Home" where Stephen Foster composed some of his famous melodies. The home is now open as a state shrine. It preserves the atmosphere of the old South in a rather haunting sort of a way.

On the western side of town is the historic St. Joseph's Cathedral. This Cathedral came into being in 1816 and had as its first bishop the Rt. Reverend Joseph Flaget, a French priest who had fled the Revolution.

He had befriended Louis Philippe when both were in Cuba just after the turmoil in France. On becoming King of France in 1830, Louis Philippe sent ten highly valuable paintings along with other gifts to furnish the Cathedral.

Bardstown will interest you if you appreciate art treasures, or if you have a mechanical turn of mind, or if you love music. Its churches will stir your faith in God and its history will move your imagination—it's a good stop to schedule on your next motoring trip.



Originally the home of Judge John Rowan, this beautiful example of Colonial architecture is now known as "My Old Kentucky Home." Stephen Collins Foster, a nephew of Rowan, composed some of his music while living here

FAVORITE DINING PLACES . . .

### JOE JEFFERSON HOUSE



More than a century ago a theatrical family named Jefferson became stranded and destitute in the city of Mobile. A yellow fever epidemic struck Mobile shortly after the family arrived. Many tragedies followed in the epidemic's wake, and two wrought havoc and grief to the Jefferson family: the father's death and the closing of the theatres.

While recovering from this double blow, the family took up residence at a house in Mobile which still stands at the corner of St. Michael and Conception Streets. In the house today is one of Mobile's outstanding restaurants. It was christened, "The Joe Jefferson House" some years ago by the owners, Pete and Gus Gulas, in honor of the 13 year old fatherless boy who lived there in 1840 and who went on to become a leading figure of the American stage, Joseph Jefferson.

Were he alive today, Joseph Jefferson wouldn't know his old Mobile residence.

So great has been the growth of the Joe Jefferson House since its beginning in 1938 that its present premises far exceed the limited confines of the original house in which Joe Jefferson lived. First one and then a second large, two-story brick structure has been added to the rear of the ancient frame structure. The original house accommodates only the Main Dining Room and part of the Magnolia Room. The added brick structures house the additional dining rooms, the bar, the immense kitchen, food preparation rooms and walk-in coolers.

The Joe Jefferson House was founded by Pete Gulas. His brother, Gus, joined him in the ownership and management of the famed Gulf Coast eating place three years ago. They are the sons of John Gulas who, until his retirement from active business in 1936, was a famous Birmingham restaurant owner. "Papa John," the name by which he is affectionately known, is still on hand daily at the Joe Jefferson House assisting his sons in the management of the business.

The Joe Jefferson House reputation for fine foods—especially steaks and seafoods—has been rapid and widespread. Most popular dishes with tourists are the house's specialties: whole stuffed broiled flounder, and lobster a la Newburg.

Of never-failing interest to Joe Jefferson House visitors is the large collection of relics of the career of Joe Jefferson. It includes old playbills and an oil painting of Jefferson in his prime.



NASH OWNER'S

## album

#### Saw The World

Capt. C. E. Leavitt, USN Retired, a native of Bellville, W. Va., has seen almost 40 years of active Naval service. Enlisting in 1909, he received his commission in 1918, and retired as Captain in 1947. During these years, he was active in World Wars I and II, as well as in the Mexican incident (Vera Cruz) in 1914, and in Nicaragua in 1927.

His naval career stemmed naturally from his ancestors. His grand-parents were steamboat captains on the Ohio and Mississippi Rivers, and his father was a pilot on the Ohio River, and held his Master's license on the Mississippi and its tributaries. As a young boy, Capt. Leavitt delivered newspapers by rowboat to tow-boat captains on the Ohio.

His first job away from home was when, at 18 years of age, he became a motorman on streetcars in Pittsburgh, Pa. This job ended when the brakes failed and caused a wreck. However, Capt. Leavitt attributes his present safe driving habits to lessons learned in this period.

Capt. Leavitt has served in the Naval Supply Corps on every continent except Australia and Africa. The Island of Malta is his choice for the most interesting place he has visited. In 1938, he was placed on duty at the Norfolk Navy Yard. He bought a home in Portsmouth and decided to settle there when he retired.

Capt. Leavitt's principal hobbies are golf, at which he breaks 100, and playing with his dog, Zippie. He is now attending night school at William and Mary, Norfolk Division, studying World History. He is a member of The Masonic Fraternity, The American Legion, and the Glensheallah Golf Club.

Since buying his first Nash in California in 1936, Capt. Leavitt has owned two others, and has driven about 200,000 miles with no major troubles. He now drives a Nash 600.



#### Mushroom Business Didn't



To the parboiled summer gardener dreaming of growing mushrooms in a nice cool cave, and perhaps making some extra money, Nash-owner Cameron Ostrom says—no.

Ostrom has built up a \$2,000 loan from his father into one of the biggest mushroom farms in the western half of the United States. But his business didn't grow like the mushroom of proverb—it took 22 years. Ostrom would advise the overheated horticulturist to seek a shade tree.

Growing mushrooms, he says, is murder—and growing them for profit is even worse; and at 49, he has some gray hair and wrinkles to back up his statement. He started growing mushrooms 23 years ago, after graduation from the University of Idaho's agricultural college, and is still at the same location. Mr. Ostrom estimates his business now has a value of about \$200,000.

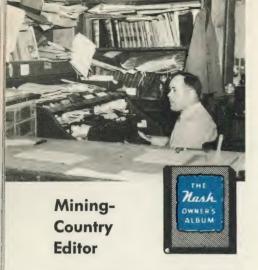
Mr. Ostrom doesn't really expect to discourage anyone by saying that mushroom growing is a tough game. He estimated that about one member of every family has at one time experimented with edible fungus growing. He gets letters from people who want to know what went wrong with their mushroom goldmine down in the cellar. He admitted with a sigh of bitter recollection that it could have been one of a thousand things.

His own experiment has grown up into a business now employing 20 people and producing 200,000 pounds of canned mushrooms a year. But



every day his still-growing enterprise continues to produce, he grapples with problems of humidity. temperature, soil composition, and all the ills and blights that can strike the mushroom. Before you can grow mushrooms, you have to produce the kind of bacteria that mushrooms live on. It is done by ageing a mixture of manure, lime, gypsum, and other chemicals that Mr. Ostrom keeps secret. Out of his 26 windowless growing huts come two tons of mushrooms every week in the year. The mixture of thousands of tons of compost required is done by machine, but the selection of chemical ingredients is done pretty much by rule of thumb.

Unfortunately, all the chemistry in the world doesn't help if some unknown factor acts up during the growing period. Ostrom reports you can fool a mushroom by piling dirt on it. Another mushroom pushes up out of the top of the first one. You can continue this trick until a pagoda-like monstrosity is produced.



The name Brainard is almost synonomous with success in the fabulously wealthy Couer d' Alene mining district of Idaho. Editing one of the pioneer newspapers of the district does not keep Wendell Brainard of Kellogg, Idaho, so occupied that he does not have the time to be active in civic and fraternal organizations of the community.

Editor of the Kellogg Evening News for the past five years, Mr. Brainard is charged with the responsibility of keeping things running smoothly on both the daily and weekly editions of the newspaper, which is the region's leading newspaper and serves the population of the Kellogg trading area.

The 26-year-old Kellogg Evening News is published daily except weekends, while its weekly companion, the 63-year-old Kellogg-Wardner News, filled with news of the mining region, is widely read in the mining circles of the locale.

Mr. Brainard assumed the post of Editor upon discharge from the Army in 1945. He served with the 556th Army Engineers, in the South Pacific theatre of operations and was discharged as a first sergeant. Except for his four and one-half year tour of duty with the armed forces, Mr. Brainard has resided in the district for most of his 35 years.

Son of one of the district's pioneer families, he received his education in Kellogg, leaving to attend Willamette University in Salem, Oregon, where he majored in political science. He then returned to the district and was engaged in mining activities until his entry into the armed services.

His father, the late R. L. Brainard, one of the recognized civic leaders of the community, preceded him at his editorial post for thirty years. His brothers all hold high offices in the mining companies with which they are associated.

Among his spare time activities are trapshooting, fishing and hunting, bowling, and an active membership in the Idaho Ski Club.

Mr. Brainard, his wife and two children live in a just-completed house, which they built a few minutes' drive from the Kellogg City Center.

They have two Nash cars in the family, a 1937 Lafayette, and a 1946, which they drive constantly. At the present time the Lafayette, has a total of 160,000 miles, while the 1946 model has already rolled up a total of 75,000 miles! Mr. Brainard has owned four Nash automobiles, all of which have given many miles of trouble-free service. His father began buying Nash cars in 1929, and owned Nash products until the time of his death, two years ago.

Mr. Brainard purchased his Nash automobiles from his local dealer for Nash Products in the Kellogg area.

#### A Knotty Hobby

"Ninety per cent of the women just can't learn to tat," says sixty-sixyear-old Otto Smith. Nash owner, and champion tatter. Long Beach, California. It's easier to teach them to understand baseball. Maybe it's because they can't unravel a piece of tatting like they do their knitting. Once you tie that tiny tatting knot, it is there to stay"

Smith, who used to work as a railroad brakeman in St. Louis, Missouri, and play semipro baseball on the side, should know. He has been

twice a prizewinner.

It took an accident and a broken foot to change a good shortstop into a champion tatter. One Saturday in 1914, Smith jumped from a fast moving railroad car and broke three bones in his foot. During his enforced idleness he went visiting with his wife one day and ran into a sewing circle sitting, tatting. "I bet I can do that," Smith said, and got himself a piece of string and started to knot.

He's been knotting ever since. It takes real persistence to learn to tat: the beginning is one big knot after another, the (ding-dang-donged) thread has nothing but curlicues in it. The poser is tying the one tiny knot that has to be there and keeping the unwanted knots unknotted: a knotty problem. Not any old thread will do, either. Smith gets his from France

It wasn't until 1941 that Smith let himself be persuaded to enter a piece of his tatting in the Los Angeles County Fair at Pomona, one of the largest fairs in the United States. He came home with a second prize. The fair, due to the war. wasn't held again until 1948 and that year Smith carried away the first prize.

The Smiths, who have two sons and four grandchildren, moved to Long Beach twenty-five years ago. Both Mr. and Mrs. Smith still have a soft spot for baseball and for the past ten years have run the hot dog concession at the Recreation Park baseball field. The fans marvel at the old shortstop's tatting ability and brag about his latest piece which is 141/2 inches in diameter.

"Aw!" Says Smith, when he hears them. "That's easy, any man can do it. Why don't you tell the folks about the mileage I get on my Nash?"







Prolong the life of your stair carpeting by having a few spare inches at the top and bottom. When steps begin to look worn, pull the worn carpet up or down so the worn part moves to the riser and the steps look newly carpeted.

Mrs. Theresa Giannotti Pewaukee, Wisconsin

Wrap tire chains in burlap to prevent them from becoming tangled and also to stop the rattling of loose chains in the car trunk. Cut a strip of burlap or heavy tarpaulin for each chain, making it slightly wider and longer than the chain itself. Lay the chain flat on the burlap and roll the two together.

Rev. R. M. Thompson Louisville, Kentucky

A map pocket, on the principle of a shoe bag, fastened to the middle of the back of the front seat will hold



Helpful Harriet and Handy Harry invite contributions to this page. If you have a favorite way of performing some ordinary household task, or have discovered a short-cut in the performance of some chore, send it

all tour information, postal cards, stamps and little items that add to travel-comfort.

> Mrs. George Levering Jones St. Petersburg, Florida

When putting paraffin on top of a

NASH CUSTOM SEAT COVERS



NASH AIRFLYTE MAGAZINE

Nash seat covers are master-tailored to fit the Airflyte with solid or split front seat back. With a wide choice of attractive colors to complement the car's interior and body colors, Nash Airflyte seat covers are your best buy. Available in new "Saran" plastic, silk-smooth water repellent rayon fabrics and new color-fast fibres. Your local Nash dealer has them and will be happy to install them for you.





along; it may be worth money. Nash Airflyte Magazine will pay five dollars for each contribution published. Address all contributions to Nash Airflyte Magazine, 431 Howard Street, Detroit 31, Michigan.

jelly glass, put a length of clean string in the wax, long enough over the edge of the glass. When opening the jelly, simply lift the ends of the string and the wax comes off clean.

> Mrs. Charles Allesee Clinton, Iowa

A square of rubber cut from an old inner tube tacked over the garage door lock prevents rain or snow from entering the lock, causing it to stick.

JAMES ADAMS St. Bernard, Ohio

Try popping corn in the pressure cooker. Heat several spoonfuls of cooking fat in the bottom of the cooker, cover the bottom of the pan with popcorn, put the cover on, but be sure to leave the pressure valve open. The popcorn will be light and fluffy.

Mrs. George Perkins Daytona Beach, Florida

When hanging pictures or mirrors on the wall, wrap a little adhesive tape around the center of the wire. This prevents them from slipping and hanging crookedly.

> Nevin Orndorf Woodward, Pa.

#### NASH "LUSTUR-SEAL"

Nash "Lustur-Seal" is your best buy in car beauty insurance! Lustur-Seal is far more than a wax or polish. It is a specially designed treatment that protects and preserves the finish of your car indefinitely. It seals against sun, salt-air, chemicals, dust and grime. Let your Nash dealer show you how "Lustur-Seal" preserves car finish and restores the original luster.





If you have found in your travels a road side sign, or experienced a road side experience that gave you a laugh, or even a chuckle or a smile. send it along to Nash Airflyte Magazine. If it is selected for publication you will receive a five dollar payment for its use. All contributions become the property of Nash Airflyte and none will be returned. Send yours to Nash Airflyte Magazine, 431 Howard Street, Detroit 31. Michigan.

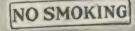
#### A LITTLE INDECISION

While visiting in Washington, D. C., we stopped at a gas station, and found these signs on the gas pumps:

"No Smoking"

"Do You Need CIGARETTES?"

Mrs. Lee Anna Schlosser. Corriganville, Maruland





#### PHONETIC SPELLING

A filling station near Goldindale. Washington, displayed this sign: Our hamburgers are all pure beef, so we don't need your bull. KWIT-CHERBELYAKEN

> Allen J. Kimball, Sr., Staffordville, Connecticut

#### OH! OH!

While vacationing on the east side of the Sierras in California my friend and I were approaching the summit of a sage-brush covered hill. We were puzzled to see a sign reading "OH RIDGE."

"Oh Ridge," my friend remarked. "What does that mean?"

Then as the beautiful view of June Lake unfolded before our eyes he answered himself, exclaiming "Oh!"

> H. M. Barney, Corona del Mar, California



#### NO PREVIOUS HISTORY

Here is an amusing sign seen while vacationing in Colorado Springs, Colorado:

> Barbara Knutson, Hartland, Minnesota

#### LIBERTY CABBAGE, MAYBE?

In a New York delicatessen this sign was shown:

We have, if you'll pardon the expression, genuine Russian caviar.

Buster Rothman, Bayonne, New Jersey

#### AND KIDD WAS A SISSY

On reading the local paper's entertainment section to see what movies were showing, I saw these titles appearing together. (See Illustration).

> James L. Lawson, Irvington, N. J.



#### A SPORTING CHANCE

While driving in the mountains in Colorado we made many sharp turns and were at least slightly surprised to come upon this sign:

SPEED LIMIT 175 MILES AN HOUR IF YOU CAN MAKE IT

> Mrs. Emma Pow, Chicago, Illinois

#### OR, WORDS TO THAT EFFECT

In Los Angeles, on Sepulveda Boulevard, is a sign reading: Crib Diaper Service—"Tops For Your Baby's Bottom."

Mrs. L. Garrison, Los Angeles, California

#### AND IN ADDITION -

A sign outside a power station read: DANGER—to touch these wires means instant death. Anyone disregarding this notice will be arrested!

> Sharon Winters, Flint, Michigan

# GIVE YOUR CAR A

The holiday season is over for another year, and thoughts are channeled back to the work-a-day routine of normal life—it is a good time to give thought to your car.

You naturally expect good service from your Nash all the time—but you'll get good service all the time, only if you see to it that your car gets the regular maintenance service it needs.

The poster on the opposite page points out one important service your car needs periodically if it is to function efficiently and economically. Smooth operation of any car depends upon a steady, smooth flow of gasoline, and a proper mixture of clean air, which it can get only if the fuel system is in top-notch operating condition. The fuel system is pretty much the car's digestive system, it must function properly for the car to function properly.

You'll get best service from your Nash, when your Nash gets the best service at your Nash Dealer's Service Department, by mechanics trained

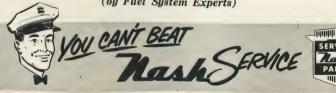
in factory methods.



### FUEL Mask SYSTEM S

- **☒** Clean and adjust carburetor
- **☒** Clean fuel pump bowl
- X Clean fuel lines
- X Service air cleaner

\*(by Fuel System Experts)



U. S. POSTAGE
PAID
DETROIT, MICH.
Permit No. 5548

Howard E Kilborn 906 Bauman Ave Austin Minn



N THIS season a tourist may easily encounter greatly contrasting weather and driving conditions. It is possible in most of the country for a traveler to go from wintry blasts to balmy, sunny conditions, and viceversa. The wise motorist will keep this in mind and have his car prepared for the conditions in which he is operating his car. The best way to condition your Nash is to see us before you start, and to visit Nash dealers along the way as weather conditions change.

### ENSTAD NASH, INC.

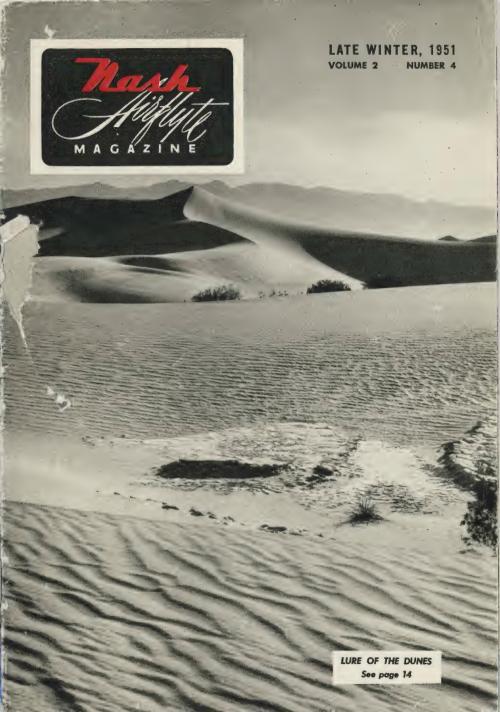
1327 Oakland Ave., W.

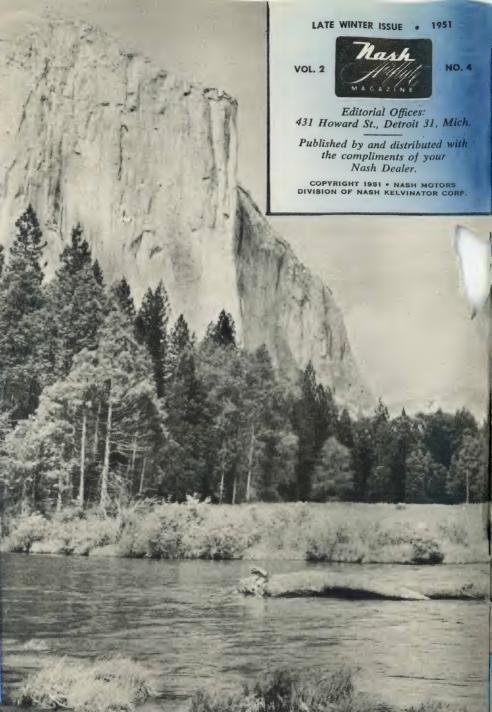
Austin, Minn.

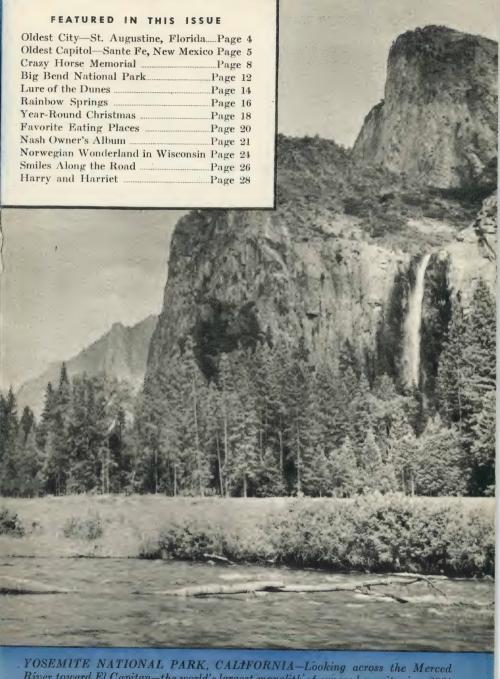
Phone 9639

More For Your Cash at Enstad Nash

14-5







River toward El Capitan—the world's largest monolith of exposed granite rises 3604 feet from the valley floor—and Bridal Veil Falls (right) falls 620 feet

#### ST. AUGUSTINE, FLORIDA

Oldest City



St. Augustine's City Gates (through which visitors pass when entering the city from the North) were once part of a drawbridge that was used as late as 1817. They now are part of the Castillo National Monument



BY LOUISE PRICE BELL

Although modernity has its appeal, it can't compare to the intrigue of really old things, such as St. Augustine, the oldest city in the United States. Not only is this lovely city very old, but—as one might expect—it is filled with buildings and points of interest that bear the same honor.

No wonder that motorists roll into the southern town by the thousands. particularly when chill winds whistle up North. U. S. Highway 1 is an outstanding one, but is rivaled for view-loving travelers by A1A, or Oceanshore Boulevard. There is a new ferry service across the St. Johns River mouth from Fort George to Mayport and this is building up the motor traffic north of St. Augustine on A1A. This gives a route via Jacksonville Beach, Ponte Vedra and Vilano Beach, Motorists who head farther South after visiting the old city, take A1A so as to see Ormond Beach and Daytona.

St. Augustine was founded by the Spaniards in 1565, forty-two years before the settlement of Jamestown, Virginia, and fifty-five years before the Pilgrims landed on Plymouth Rock, All was not rosy, however, since the town changed hands thirteen times and flew Spanish, French, British, Confederate and American flags: in 1821 Florida was annexed to the United States and St. Augus-

(continued on page 6)

Some of our ancestors may have learned their three R's here—it is the nation's oldest wooden schoolhouse still standing on its original site



Palace of the Governors is the oldest public building in the nation. Built in 1610, it was occupied by all the state's governors for nearly 300 years. The adobe building now houses the State Museum

## Oldest Capitol

SANTE FE, NEW MEXICO

BY LOUISE PRICE BELL

Although New Mexico is one of Uncle Sam's youngest states—having joined the ranks with its neighbor, Arizona, in 1912—it is proud of the fact that it contains the oldest capitol city in the nation, Sante Fe. Not only that, but this fascinating little metropolis is the second-oldest city, and was settled in 1610 before the Pilgrims landed on Plymouth Rock. Within its environs is the oldest public building in the nation—the Palace of Governors; San Miguel Chapel is claimed to be the oldest



mission church, although it had to be abandoned during the Indian rebellion of 1680-92. Taos, the Indian pueblo just out of Sante Fe, was established some time before 1617. It stands today as it has for decades, and visitors are fascinated by it. Here they see Spanish attire; Indians on horseback, afoot or astride burros; young lads with long braids held tight with brightly colored cloth.

The written history of New Mexico began in 1540, when Coronado led his army there in search of the fabled seven cities of Cibola. Later it bacame a "royal city" under King Charles II, and its crooked streets and oblong Plaza have been the locales of rebellions, feasts . . . many changes. Over the historic Palace of Governors the Spanish, Mexican, Confederate and American flags have waved.

(continued on page 7)

Sante Fe's San Miguel Mission is the oldest in the nation. It was built in 1636, burned during an Indian rebellion about 1680, restored about 1693 and has been in use since



(continued from page 4)

tine's nationality became a permanent one.

Now in 1951, motorists enter the city through the same picturesque gates that were used in the early days, when the walled citadel bristled with defenses. These original gates were part of a drawbridge, hauled up at nightfall, and used as late as 1817. Shortly after that, the cumbersome drawbridge was replaced by a stable wooden bridge and the gateway was closed by heavy wooden doors.

There's not the slightest question regarding the antiquity of any of the old historic buildings, except perhaps the "oldest schoolhouse." On Staten Island in New York State, another school house makes the same

Built in 1672, Castillo de San Marcos is the oldest Spanish fortification in the United States. It is now a national monument To this famous "Fountain of Youth,"
Ponce de Leon came in 1513. Site is
marked by a cross with 15 stones one
way and 13 the other, a traditional
Spanish method of marking discovery-dates

claim. It is the Voorlezer's house, two-story frame, and claims its earliest recorded date as 1696 while the oldest for the St. Augustine school is 1740. However, the records for that date mention "an old building in fair condition" which indicates that it had been there for some time. Added to that, St. Augustine's school house has always been on the same site, while the Staten Island one has gone through many reconstructions and has been moved from its original site. Wood experts estimate that the wooden beams in the Florida building are at least 300 years old, which pigeon-holes it early in the 17th century.

Throughout the city, there are whispers of the Past, and all against a backdrop of lush beauty. St. Augustine should rank high on your list of "possibles." Highways leading to it are good.

This doesn't look much like any other treasury buildings, but it is the oldest Spanish treasury in the United States





#### (continued from page 5)

And in this "Palace," government matters were carried on for three hundred years; it was built ten years before Sante Fe was settled. Don Pedro de Peralta came there after being appointed governor in 1609 by the King of Spain, built it, and it later became the home of the governors and their families, and still later housed governmental offices. It now houses the New Mexico Museum.

The State Flag shows the sun symbol of the ancient Indian pueblo of Zia in red on a field of yellow; the colors are those of old Spain, so are suitable, as well as gay and colorful.

Sante Fe is reached by Highways 64, 84, 85, 285, through beautiful virgin country that is new to motorists from other parts of the nation in that its flora and fauna are so different in every way. It's a town no one should miss because perhaps nowhere else in the country have the people retained so much of the Old World charm as here. The architecture is not the modern that we see elsewhere, instead it closely adheres to Spanish type with red tile roofs, enclosed patios, and sometimes even outdoor adobe ovens as a picturesque addition.

(Photos from New Mexico State Tourist Bureau)

Cristo Rey Church is the largest adobe structure in the country. Its reredos, carved from native stone, date back to 1761



This house of solid mud is said to be the oldest house in the United States. It was standing when the Spaniards established Sante Fe in 1610. Probably built by Indians, parts of the house have been restored in recent years



Two communal dwellings make up
Taos Pueblo, a few miles from Sante
Fe. Taos Indians headquartered here
during rebellion against early Spanish conquests in the 16th century.
Taos Creek (foreground) separates
the buildings





This marble model shows how the Crazy Horse Memorial will look upon completion in about 1978. The memorial being sculptored by Korczak Ziolkowski at Custer, in the Black Hills of South Dakota, will be ten city blocks long and 40 to 50 stories high



Out in the Black Hills of South Dakota sculptor Korczak Ziolkowski is set to spend the rest of his life on the biggest piece of sculpture ever attempted. His project, as you probably realize, is a 500-feet statue of the great Sioux Indian Chief Crazy Horse on Thunderhead Mountain, five miles north of Custer. But did you know that tourist donations are making this huge venture possible?

Before Ziolkowski, a combat veteran of World War II, started on May 29th, 1949, he estimated that \$64 a day from sightseers would keep him in business. He is now averaging well over \$100; with the

take on some days hitting the three and four hundred marks!

Although the 6,500 foot mountain is plainly visible from U. S. High-way 16A which is about a mile away, most tourists watch proceedings from the veranda of the sculptor's studio on Crazy Horse Ranch. In front of his low, rambling home one finds a long glade . . . an avenue lined with prize white marble figures fashioned by Ziolkowski. The cosmopolitan home (also open to the public) contains many beautiful art works and famous antiques that are not exhibited anywhere else in this part of the world.

Visitors find that Ziolkowski is

quite a fellow. He often can be seen tramping around the place with a two or three day growth of whiskers on his face, dirty jeans, a battered cowboy hat and big boots. Much of the food that his staff requires is raised right on the ranch. He also has his own herd of cattle and a flock of chickens.

But to get back to the monument. . . . When completed in 1978 the statue will be 10 city blocks long and from 40 to 50 stories high. Blasting on the site takes place twice daily whenever weather permits.

These roaring cannonades often last as long as four and five minutes.

Crazy Horse, the redman being commemorated, was the Oglalla Sioux Chief who defeated General Custer at the battle of the "Little Big Horn" in 1876. Many professional soldiers consider him to have been the greatest natural cavalry leader that ever lived.

"It isn't that I believe the Indian was right or wrong," the Polish-descended sculptor explains to tourists. "That's all beside the point. I think he had a story that deserves

(continued on next page)

View of Thunderhead Mountain before the work on the Crazy Horse Memorial started. The picture is taken from the veranda of the sculptor's home. By now the 250 foot arm of the memorial shows on the mountain

Mount Rushmore, located only a few miles from the site of the Crazy Horse Memorial, took a different type of sculptoring; it is in relief on the side of the mountain, while Crazy Horse will be a statue in-the-round

The whole region where the memorial is located is picturesque. Here are the Cathedral Spires, formations of granite that thrust skyward like flutes of a great organ. Highways in the Black Hills are engineered to afford tourists full advantage of the mountain scenery







to live in imperishable form.

"And surely on this continent the race is entitled to one piece of rock that says 'We had our heroes, too'."

More than 150,000 ton of rock have already been blasted away. Six million will have to be removed. The length of Crazy Horse's 250 foot arm is now visible. Ziolkowski now is working on the actual portrait of

Sylvan Lake in the Black Hills has been called the Mirror of the Skies. Sheltered by huge rocks that rise abruptly from the water's edge, it is rarely disturbed by winds and so provides a perfect mirror





this fearless Indian sitting astride a wild stallion.

Crazy Horse will be depicted as an immortal chief who never surrendered even in defeat. His outstretched arm which will point over the stallion's head is meant to express the universal thought that "my lands are where my dead lie buried."

Unlike Mount Rushmore, the American Shrine of Democracy located a few miles north, which consists of a series of heads carved on a mountain's face, Crazy Horse is to be a statue "in the round." (Ziolkowski also worked on Rushmore in 1939.) Here are a few more figures to give you a better idea of the magnitude of the project. . . . The nose will be 21¾ feet long; its face 87½ feet, its finger 37½ feet. The feather on top of the chief's head will pierce 44 feet skyward.

When the carving has been completed a 3,000 foot parkway, lined with granite portraits of 20 Indian chiefs will be built to the mountain. The memorial is also intended to include an Indian Museum, hospital and university so that the redmen's customs and traditions will be preserved rather than obliterated.

Eighty-four thousand visitors came here last year from all of the states and 37 foreign countries. Most of these stayed around to tour Custer State Park (where the project is located)—one of the largest state parks in the nation.

This picturesque road cut through mountain rock is located near Crazy Horse Ranch THE TRAVELER'S

Calendar

where to GO

MARCH

APRIL

- 11-17-80th Annual Spring Flower Show, Boston, Massachusetts
- 15-Apr. 30-Orange Blossom Time, California
  - 17-U.S.E.A.S.A. Women's giant slalom championships, Waterville Valley, New Hampshire
- 17-18-11th Annual Downhill and Slalom Open Competition for Harriman Cup, Sun Valley, Idaho
- 17-18-Twelfth Annual Camellia Show, Norfolk City Auditorium, Norfolk, Va.
- 17-18—Annual Invitation Interscholastic 4-event Ski-Meet, Fraconia, New Hampshire
- 18-23—Yaqui Indian Easter Ceremonials, Tucson, Arizona
- 20-24-N.J.C.A.A. Basketball Tournament, Hutchinson, Kansas
- 23-Apr. 1-18th Annual Northwest Sports, Travel and Boat Show, Minneapolis, Minnesota
  - 25-Easter Sunrise Services at Mount Helix, El Cajon Valley; atop Mount Soledad; Balboa Park, and Presidio Hill, Cal.
- 29-31—Wilmington Azalea Festival and Open Golf Tournament, Wilmington, North Carolina
- 29-31—Junior Badminton Championships, University of Minnesota, Minneapolis, Minnesota
  - 30-Third Annual Donald J. Ross Memorial Mixed Foursomes Golf Tournament, Pinehurst, North Carolina

- 1- 6-Grand National Junior Livestock Exposition, San Francisco, California
- 6-8-Fine Arts Festival, Tucson, Arizona
- 6-8-Cherry Blossom Festival, Washington, D. C.
  - 8-Junior Team Race, Arapahoe Basin, Colorado
- 14-15—Tri State Band Festival, Martinsburg, W. Va.
  - 15-Annual Greater Miami Winter Fishing Tournament, Florida
  - 16-Major Leagues' Baseball season opens
- 16-21-51st Annual North and South Invitation Amateur Golf Championship, Pinehurst, N.C.
- 22-29-Famous Houses Pilgrimage, Holly Springs, Mississippi
- 23-28-49th Annual North & South Invitation Golf Championship for Women, Pinehurst, N. C.
- 23-29—International Travel Exposition, Stevens Hotel, Chicago
- 27-28-Florida High School Music Festival, Tampa, Florida
- 27-May 9-14th Annual Maryland House and Garden Pilgrimage
- 28-29-Sandhills Skeet Championships, Pinehurst, N. C.
  - 29—Opening of Music Week, Florida State University, Tallahassee, Florida
  - 30-White Water Parade, Blue River, Oregon
  - 30-Tenton Derby, Jackson, Wyo.

#### **BIG BEND NATIONAL PARK**

BY BEN ROSS

Do you want to get away from it all? Looking for a place where there aren't any phones, telegrams, radio, newspapers or even electric lights? Well, then, Big Bend is the place for you.

Big Bend National Park, so named because of its location in Texas where the Rio Grande River twists in a huge, U-shaped turn, is some 700,000 acres of nature's abandonment. Perhaps nowhere else in America can be found as rugged a combination of desert, mountain and green valley—pretty much as nature made it millions of years ago.

Most magnificent of Big Bend's many scenic attractions is picturesque Santa Elena Canyon, at the westernmost boundary of the park. It is here the Rio Grande River passes through a 1500 foot deep cleft which divides two countries—Mexico (left) and the U.S.A.

While by no means the tallest or most impressive in the country, its mountains have a special brooding majesty making the refugee from civilization feel small and humble. Its deserts, beds of ancient seas which once covered the entire region are tortured vistas of sand, rock, plant life and geological freaks. And over the entire area hangs a "Great Silence," almost as if God Himself came here to meditate.

Big Bend National Park, formed as a national project in 1944, and contemplated as an international project with Mexico when that

Symbolic of the untamed grandeur of Big Bend National Park is Casa Grande Peak, towering above the "Basin" or headquarters area. It is part of the Chisos Mountain chain which rings this area. The "Basin" has the Park's only service station, where a tourist may buy gas





Here at the approach to the "Basin," heading into the "Shangri-la" section of the Park, the motorist winds around a series of hairpin turns. The temperature in this region is approximately constant at 70 degrees F all year 'round

country decides to work out the final details, is situated in Brewster county, Texas' largest. The 6,000 square mile county averages about 1 inhabitant per square mile—less inside of Big Bend Park.

Big Bend's climate is excellent. Along the Rio Grande temperatures average a dry 70 degrees wintertime and not much more in the summer. Its desert atmosphere is mild and bracing and the thermometer rarely zooms up to unbearable degrees. In the Headquarters "Basin" the temperatures are somewhat cooler but with perhaps four or five "bad" days during the entire year.

Once you arrive at Big Bend, the rest of the world becomes unreal, Mail comes and goes but once a week, but you don't even feel like writing or receiving letters. As you explore this fabled territory which has seen Spanish conquistadores, cattle rustlers, smugglers and badmen, Apaches and Comanches and grizzled prospectors searching for El Doradoes, you fall prey to the spell of Big Bend. You won't even care what day, or year it is.

Coming around a bend in a rutted road near Tornillo Creek, a Big Bend visitor will invariably be startled by Rattlesnake Rock's amazingly lifelike resemblance to a fanged reptile, seemingly ready to strike





A tourist had better not try to eat these "toadstools." Some ancient torrent once swept across the Terlingua area of Big Bend Park, to fashion the clay bottom into these unusual formations





Next time your motoring takes you within range of an inland dune area, don't miss the chance to turn off and see it. Maybe at midday, when it is flat-lighted from overhead, you'll think there is little relief except a general bumpiness and only a monotony of blinding glare to look at. But let the sun's rays lie down toward the horizon.

Ridges will separate from each other. Hollows will pool with darkness. The dune country will turn into a wonderland of changing shapes.

Duneland's beauty is that of sculpture. The material is uniform sand, always sand and only sand, with a single texture and color. And only the wind has tooled it. The basins are dry of water, the mounds are bare of rocks and soil. There is no garment of vegetation to cover the purity of form. The dunes are land-scape in the nude.

Bold contrasts draw interest. There are masses of light and darkness, without intermediate shading. There are big dunes and tiny ripples—with nothing sized between.

Though every dune has some new weird shape, they all obey the same structural laws. Ridge lines curve individually, yet all obey the same laws of curvature and have the same steepness of slope. They often run in

On the windward side—left here—are the ripples of miniature sand dunes

The dunes are a picture-maker's paradise—their curves are infinitely mysterious

parallels and reinforce each other's interest. Parallel, too, are the ripples that are the baby dunes riding on their backs, and parallel are the long straight cascades of running sand on the leaward slopes.

The dunes are like the abstractions of modern art. The imagination plays with them: they are heaps of grain, they are wing designs for a supership; they are the swells and cups of a human figure.

The West has three major dune ands: the famed Death Valley of California, the White Sands of New Mexico, and the Great Sand Dunes of Colorado's San Luis Valley, the last trapped in a mountain park 7,000 feet above the sea. Geologists say all of them were formed by inland seas.

In these areas you can hear the soft singing of sand and wind almost constantly, and in all of them you see the same nameless forms that mysteriously suggest other forms. According to legend they cast a spell on those who stay long. Men have been lured deeper and deeper into them and never returned. Maybe you don't go for legends, but if you feel the dunes luring you on, you'd better keep a line on where you left your car.



Low lighting makes lakes of darkness in the dunes

Breezes here keep the sand rolling rightward from the crests





Glass-bottomed boats carry guests over Rainbow River, affording sub-surface views of unusual rock-, cave-, and floral-formations below. River is made up of many springs and is filled with colorful fish and banked with multi-colored flowers and rare ferns

# Kainbow Springs

Every year when it is cold and snowy in some parts of the country, thousands of snow-shy people visit a colorful little spot in Florida. The beautiful spot, suitably named "Rainbow Springs," is located on the main highway which leads south to Tampa, St. Petersburg, the gulf resorts and to the Tamiami Trail, which crosses the state at The Everglades. Its location makes the traveler's stop a "natural," although if it weren't located smack on U. S. Highway 41 and only four miles from U. S. 19, it would be well worth an extra side trip.

A visit to Rainbow Springs means an entirely new experience whether the observer is a nature-lover or not. A picturesque falls, countless springs of all sizes, a gracefully winding river fed by both the falls and the springs . . . these greet the eye. They are the habitat of underwater flora that naturalists claim is equalled nowhere

else, and are impossible to describe. Fish of many varieties vary in size from tiny minnows through such species as perch, blue shad, twenty-pound bass—up to garfish as long as six feet. Some of the turtles seen here are as large as small washtubs!

To get a close-up view of the colorful fish and underground beauties of rocks, caves and the botanical display of rainbow hues, most visitors to this part of the state take a cruise in a special boat planned for the purpose. Portholes in the boat are on eye level beside the seats, and the glass bottom of the streamlined boat gives passengers a perfect subsurface view of the amazing underground gardens.

The water in the river is crystalclear and shallow except in the places where there are springs and caves. The almost uncanny clarity is caused by five hundred and forty-seven million gallons of water flowing into the gigantic springs each day. And these springs are the main source of water supply that forms the setting for the prismatic display. Rainbows flit about on the river bottom, dart in and out of clumps of spreads of floral growths. Schools of tropical fish flash back and forth . . . in and through the colorful, gay streaks.

The sight-seeing boat stops in its two-mile cruise at Rainbow Falls, Florida's only scenic waterfall. Here the water makes its fifty-three-foot plunge down over picturesque rocks while rainbows highlight its foaming descent in a setting of live oaks, magnolias, dogwood trees and redbuds.

The hills in this area are lovely in themselves. They surround the water area and offer a tropical land-scape which has been untouched by man in spots; has a true jungle appearance. Along the river are thousands of exotic and unusual plants and flowers. Rustic bridges make it possible for ambling sightseers to reach almost any spot and to peer through the mirror-clear water to

Rainbow Falls empties into a bayou about 200 feet from the river, and is a veritable liquid rainbow framed with lush vegetation

All buildings at Rainbow Springs are as simple as their natural setting—fit perfectly in the natural locale the under-water gardens below.

As natural beauty-spots are judged, Rainbow Springs is small but exquisite. It is a place where Mother Nature seems to have excelled herself in flaunting rainbow effects anywhere one may look . . . a place that should not be overlooked if one travels Florida-way!







Christmas Tree Inn, on Highway 93 in Arizona, identifies itself the year 'round with a realistically trimmed Christmas tree at its entrance

Cinderella's doll house delights the young visitors. The dolls inside are as much fun as the house itself



Motorists whizzing along Highway 93 between Kingman, Arizona, and Las Vegas and Hoover Dam usually do no loitering. The highway is excellent, the vision good, and if they are traveling in Summer, the mercury is far from low. You might think that there isn't a place to stop, or an interesting thing to see, along that route . . . but there you are wrong!

Smack-dab in the middle of really barren desert is a little spot that almost makes you rub your eyes to make sure you aren't dreaming. It's a group of buildings that are a bit different from any you have seen . . . and if there are youngsters in your party they will probably recognize the "pitch" even before you do. For here-beside an attractive little Inn called "Christmas Tree Inn"-is Cinderella's Doll house, with a cockeyed chimney and windows, a little white fence and a door that lets the children go inside and brouse. Near that is the house of the "third little pig" and although the small fry will

be delighted to see the "big, bad wolf" atop the chimney they will know that no matter how much he "huffs and bluffs" he can't blow that little house down!

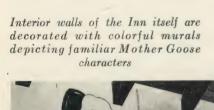
Inside the Inn—where Mrs. Santa Claus herself greets all who stop—the walls are decorated with characters straight out of Fairyland. The murals were done by Walter Winsett, a former Disney artist, and "Mary, Mary, Quite Contrary," "Little Miss Muffet" and all the rest look very real, indeed. The juvenile guests usually leave half of their meal untouched—so fascinated are they in studying the pictures of their favorite story-book characters.

There's the kind of friendly hos-

Desert" that you would expect anything connected with Christmas and Santa, and children, would have. At the Inn itself, the food is expertly prepared under the direct supervision of "Mrs. Santa Claus," attractively served, and always enjoyed in the midst of the charming surroundings. It's a spot to keep in mind, or make a memo of in your "little black book" if you or your friends are planning on traveling over Highway 93 in this area. Your car can be serviced while you brouse, and you'll find it a delightful break in the rather monotonous trek across the desert.

pitality about this "Oasis in the

Near the Inn is the house of the Third Little Pig. The "big, bad wolf" is atop it, but everyone knows he can't blow this house down







### FAVORITE EATING PLACES \_ McDonald Tea Room

The McDonald Tea Room is located at the west edge of Gallatin, Mo., on state highway No. 6. It is a large white building with flowers blooming around the door and is beautifully furnished with every comfort in mind for the guests. The first floor is done in green and white as a lunch room. The main dining room is downstairs where two large rooms are arranged with tables, with a vase of flowers on each one. To the rear of the tea room is a large paved patio where guests may be served under the giant umbrellas overlooking beautiful flower beds.

Origin of the tea room goes back to 1932. Mrs. McDonald had been ill for some time and on regaining some of her health found her husband was greatly in debt due to her illness. Being the helpmate she is, she began looking for ways to help reduce the debt. Being a wonderful cook, it was only natural that she should turn to that line of work. She began serving lunches in what was then her husband's blacksmith shop, and is now the McDonald Tea Room.

Several rooms have been added to take care of the ever growing trade.

Mrs. McDonald's home is a large white 83 year old house. Being next door to the tea room, it is a great convenience for Mrs. McDonald as her time is divided between the tea room and her home where she likes to spend as much time as possible with her husband in his declining years.

Movie stars, doctors, lawyers and people from all walks of life and from all over the world have visited the tea room and every one says there is no place like it in the world.

When asked if she had any special foods or recipes Mrs. McDonald replied "They are all 'Special,'" but added her corn muffins and blackberry ice were two that had won her fame.

Mrs. McDonald has written a cook book "How To Cook It," which is the first cook book ever to be selected by "Book of the Month Club" and it out sells most other books—including leading novels.



NASH OWNER'S

# album

### **Profitable Hobby**

Because they wanted a hobby to occupy their time after Mr. Brookfelt's retirement as post-master of Dolton, Illinois, Mr. and Mrs. L. E. Brookfelt now raise chinchillas at their home.

These Nash owners, who are members of the National Association of Chinchilla Breeders, use their 1947 Nash sedan to travel about the country visiting fellow members and examining chinchilla farms.

Although neither of the Brookfelts confesses to having pursued any hobby previously, they agreed they needed something to keep themselves busy and preferred a hobby that would enable them to add to their income.

It was Mrs. Brookfelt who first

chinchillas, but her husband soon became enthusiastic. They secured their first pair of animals about a year ago, and kept them in their living room, which was no problem since the animals are odorless, vermin-free and require little care.

However, as they secured additional animals Mr. Brookfelt built a special room and cages in the basement. Each of the chinchillas they own is tattooed with the Brookfelts' ranch mark, "B-2," and with the year of the animal's birth. The birth date is important because after an animal reaches four or five years of age, it is not sold for breeding purposes, since at that time its pelt is desirable for use in garments. About 100 pelts are required for a coat, and the current price per pelt is about \$200, placing a chinchilla coat definitely in the luxury class.



### 94 and Active

Ingredients of the recipe for success and longevity are the same: Work hard and don't worry. At least, that's the formula recommended by Jerome Balaam Pound, Chattanooga, Tenn., multimillionaire who still has remarkable mental and physical health at 94.

His age has to be estimated from calculations by close friends who can trace his unusual history from the pre-Civil War days. Personable and affable, the elderly but still active hotel tycoon will talk for hours about himself, but he never reveals his age. Asked about it, he coyly observes, "I don't know."

But while most friends believe he is crowding the century mark, none will admit that he is actually old. He has an unusually youthful vision and approach to life. A natural pioneer, he took an interest in radio when it was still dependent upon lumps of

THE RACK OWNER'S ALBUM

crystal and built up a chain of stations in the South.

Mr. Pound bought a newspaper 50 years ago and grafted his journalistic process throughout a hundred Southern counties, where his weekly publications flourished. He established half a dozen papers in the larger Southern cities.

When the hotel business became a challenge to him, he accepted. He borrowed a million dollars and built Hotel Patten in Chattanooga, a 12-story modernistic and fireproof monument to his indifference to skeptics who scoffed at his early plans.

He built four other large hotels in the South, including the Seminole in Jacksonville, Fla., which was the first skyscraper in the state. This was another pioneer venture which he chanced when more cautious financiers were waiting to see whether the sudden glitter of Florida's East Coast was really gold or merely foxfire.

And in his spare time he has recently written his memoirs, a voluminous work to which he applied himself diligently and with incredible vigor for the past two years.

He commutes daily to his downtown office from his fabulous home on the brink of historic Lookout Mountain's steepest precipice. From the picture window in his dining room he can look out over the Cumberland Mountains, 100 miles distant, or look down over the slopes scaled by Northern troops in one of the bloodiest battles of the Civil War.

He makes these daily trips in his 1950 Nash Ambassador Airflyte, in which, Mr. Pound boasts, "you don't realize you're going up."





Photography—Her Third Hobby

"Photo by Margaret K. Lilligren"—that's a credit line you'll find on pictures ranging from fine antique furniture to a western buffalo hunt. But even more unusual is the fact that this trim, white-haired grandmother was past the mid-century mark when she first became interested in photography.

Though she still classifies herself as semi-professional, Mrs. Lilligren's work has appeared in such nationally known publications as the magazine "Antiques" and other top-notch periodicals.

The daughter of a mining engineer, this attractive woman traveled throughout the United States during her childhood, and when she married J. M. Lilligren, a petroleum geologist, she kept right on moving from city to city.

Possessing natural artistic talents in creative fields, Mrs. Lilligren's first hobby was woodcraft. Her home is filled with plates, bowls, trays and other items lathed from mahogany, walnut and similar fine woods.

From wood-turning, she directed her abilities toward modeling. Vases, wall-plaques and ceramics serve to illustrate that phase of her hobbylife. But all these required equipment difficult to move about. When a friend suggested photography, the idea received a hearty response.

Within a few months, Mrs. Lilligren was far beyond the advanced amateur classification.

During World War II, she was affiliated with the "Washington Times-Herald," promoting women's home-front activities toward the war effort. Her proudest achievement was assisting in the acceleration of the Red Cross blood bank program in that area.

While residing in the east, she photographed several of the fine, old homes for "Antiques."

Recently, the Lilligrens (she's a native Texan) returned to the West. They picked Montana and Mrs. Lilligren quickly resumed her photographic work.

To travel the broad, open spaces, Mrs. Lilligren selected a 1950 Nash. Since she travels alone most of the time, its dependability was an important factor. The Nash bed was another. A bed roll is part of her regular equipment on trips high into the mountains, or for city-to-city traveling to photograph homes.



H. A. Stikhevitz (popularly known as "Stikky") is caretaker of "Little Norway." He is Lettish by birth, and speaks Lett, Russian and German better than he does Norwegian, but is "Norwegian by profession"

# Norwegian Wonderland in Wisconsin

The buildings at "Little Norway," open only in the summer, contain countless, priceless treasures of "old Norway," some of which are hundreds of years old



### BY EDWARD JANICKI

You drive your car through Madison, Wisconsin, head 25 miles northwest on Highway 18 and you're in Norway—that is, "Little Norway," a veritable wonderland, a reproduction of the cultural values of a pioneer age.

Cradled in a picturesque, tiny wooded valley, the quaint and interesting village—also called Nissedahle (Valley of the Elves)—features an outstanding collection of Norse antiques assembled in the original homestead of an early Norwegian settler.

The shrine was founded in 1926 by Isak Dahle, a Norse-American businessman of Chicago, who got 160 acres of the land and set a crew of Norwegian artisans and craftsmen working to make the tract look as much as possible as the Valley of Elves in Norway.

Just like a forlorn village plunked intact from its big mountains and wild forests in Norway, Nissedahle has 14 houses, but one inhabitant. Should you happen to drive near the beautiful "miniature" Norse homestead during Winter you will find H. A. Stikhevitz, the caretaker, sitting

Cradled in a 160 acre tract of Wisconsin countryside, "Little Norway" is a true reproduction of a scene from the Valley of the Elves in Norway

in the solitude of his cabin composing poems, reading. His only other company is a faithful cat who's been with him for years.

Ironically, "Stikky," as the guide is better known, speaks Lettish, Russian and German better than either Norse or English.

In Summer you can see the various treasures, which include an original Edvard Greig manuscript and umbrella, "apostle spoons" dating back to 1694, said to be one of two such sets in the world, 200-year-old chests, and drinking glasses made in the motherland in 1811. These, along with an array of other priceless antiques are locked up in vaults at wintertime, but Stikky stays on.

Massive barred doors, bright blue casements and interior furnished in brilliant Scandinavian style give the place a semblance of a child's candystick village.

### PENN-NOT FRANKLIN

In our Late Fall issue of Nash Airflyte Magazine, we incorrectly identified the statue atop Philadelphia's City Hall as being Benjamin Franklin. It is a statue of William Penn, as apparently everyone knew, except the editors of Nash Airflyte.

The statue stands 37 feet tall and was executed in 1894 by Alex M. Calder.

Nash Airflyte regrets the error, as does the author of the article, who, incidentally, is a Philadelphian.



### SHARE THE MIRTH

Share it with Nash Airflyte readers and be richer by five dollars. Nash Airflyte pays five dollars for each Smile Along the Road contributed by a reader, and selected for publication. All contributions become the property of Nash Airflyte and none will be returned. Let us hear from you. Send your contributions along to Nash Airflyte Magazine, 431 Howard Street, Detroit, 31, Michigan.



### **AMBITIOUS**

Our cows are not contented; they always strive to do better, is a sign on the side of a truck seen in Missouri.

Jane Anne Ash, Shelbyville, Indiana

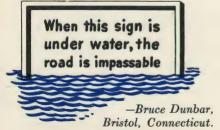
### COMPLETE SERVICE

Until recently there was an amusing "attraction" for tourists passing along highway 99, which runs right through our town. A service station on a corner had its sign 'Air and Water' on one side of a fence, while on the other side was a sign 'Aaron Light' a licensed embalmer.

-Maude Hill, Mt. Vernon, Washington.

### TRUE

Here is a sign seen on a Tennessee highway:



### **EPITAPH**

Ma loved Pa,
Pa loved women;
Ma caught Pa
With one in
Swimmin'.
—Here lies Pa.

-M. E. Laughlin, Gering, Nebraska.

### Ssshhhh!

In Natchitoches, Louisiana, this sign appears in the small railroad depot:



Guy W. Risley, Alexandria, Louisiana

### EXCLUSIVE

A sign on the boardwalk at Asbury Park, New Jersey, bears this caution. No Bicycle Riding Dogs Allowed

-Grace H. Adam, Coxsackie, New York.

### TWO CHANCES

You have two chances,

One of getting the germ and one of not.

If you get the germ, you have two chances,

One of getting the disease and one of not.

If you get the disease, you have two chances,

One of dying and one of not.

If you die, well -

You still have two chances!

-Mrs. Mary Ellen Jennings Springfield, Illinois



### **VERNACULAR**

Foley's, a cafe in Springfield, Massachusetts, much frequented by Air Force men from nearby Westover Field, displays this sign.

-F. W. Meany, Springfield, Mass.

### BE SURE OF CLEAR VISION

Don't drive blind. Dirty windshields are dangerous. Clear that dust, mud-splash or road-grime away. There's no need to get out of your car to clean your windshield. The Nash Windshield Washer does the job instantly when you push the windshield washer control button. Two little streams of water spray the windshield . . . and a swing or two of your wiper blade leaves the glass crystal clear.

In light rain or mist, the Windshield Washer helps the wiper blades clear the windshield for perfect vision. In dry weather, the Washer cuts blurring dust and grime. Keep your windshield washer system filled with Nash Windshield Washer Solvent All-Season Mixture. It is better than clear water . . . slows down freezing action in Winter, and generally helps the wiper blades remove bugs and traffic film. Your local Nash dealer will be pleased to install the Nash Automatic Windshield Washer.



When painting, wear an old pair of socks over your shoes. This will prevent paint from spattering on your shoes and also enable you to quickly skate away paint that spills.

Mrs. Robert Mason, Davenport, Iowa.

Carry a pair of sleeves cut from an old shirt or coat in the glove compartment of your car. When it is necessary to work on the engine or change a tire, slip the sleeves over your arms and protect your shirt or coat.

HARRY E. SMITH, Livingston, Montana.

A handy way to care for your garden hose when it is not in use is to coil it in a bushel basket. This is easy to carry from place to place and makes a good storage spot for the hose through the winter.

Mrs. Harold D. Funk, Greshman, Nebraska.



Harry and Harriet want to hear from Nash Airflyte readers and get their favorite household hints and shortcuts for common chores. For each contribution published, Nash Airflyte will pay contributors five

After oiling the sewing machine, stitch through a blotter several times to take up the surplus oil.

Mrs. Lorenz Thode, LaPorte, Ind.

### KNOW WHAT'S BEHIND YOU

Forget your worries about what's behind. Eliminate the danger in bad weather of stopping too suddenly or backing into another car. Touch a button from the driver's seat and you can clear the snow, rain or smudge from the rear window of the streamlined Airflyte. Designed and approved by Nash engineers, the Rear Window Wiper is controlled from a button on the instrument panel or on the smart auxiliary control panel. You can have it installed quickly by your local Nash dealer.





dollars. All contributions become the property of Nash Airflyte and none will be returned. Address contributions to Harry and Harriet, care of Nash Airflyte Magazine, 431 Howard Street, Detroit 31, Michigan.

Paint the handles of garden tools a bright orange or red so that when they are gathered up none will be missed and left outside.

> ANNE SEXAUER, Palatine, Illinois.

To rid frying pan of fish, onion or other smelly food odors, fill the pan with water, add a little vinegar and let it come to a boil.

> MRS. GLEN MILLER, Canton, Ohio.

Before re-papering a room cover all grease spots with a coating of clear shellac to prevent the grease from seeping through the new paper.

> Mrs. P. W. Strebel, Hannibal, Mo.

If your clothes closets are dark, try painting the floor and walls with aluminum paint to add color and cheer.

> Mrs. F. T. Monte, Racine, Wisconsin.

When taking dishes to a church supper or a picnic, paint your initials on the bottom of each dish with bright colored fingernail polish.

> Mrs. Peter M. Larson, Oak Harbor, Wash.

A bar of soap makes a good pincushion. When coated with a thin film of soap, pins penetrate the fabric more easily.

> Mrs. Joseph Kingery, Alton, Illinois.

When making jam or jelly or cooking any liquid that might scorch, place a handful of clean marbles in the bottom of pan. They will rotate in the bottom sufficiently to prevent scorching.

> Mrs. M. H. Hunsicker, Red Cloud, Nebraska.

When traveling with children fasten one or two shoe bags to the back of the front seat. The pockets will hold small toys and necessities without cluttering up the car.

> Mrs. Lewis Down, Barron, Wisconsin.

A good place to store rubbers and overshoes is under the bottom step of the stairs. Remove the top board and put hinges on it so it can be raised.

Bernice Chrisman, Scottsbluff, Nebr.

Clamp a trouser hanger over your opened cookbook or magazine and hang it at eye level when following a receipe.

RUTH UMHOLTZ, Berrysburg, Pa.

# Lither way you take it

The headline on the poster reproduced on the opposite page is a sort of double-edged statement.

"Here's The Answer" could mean the world's most pleasant motoring is in a Nash Airflyte, The World's Most Modern Car —

Or, it could mean the Nash most certain to be free of all causes of motoring woes is the Nash that is regularly serviced by a Nash Dealer.

In either case the statement has equal merit. As it stands, we are referring to the merits of Nash Service.

For Nash cars there is no service like Nash Service; nor can there be. Mechanics in your local Nash dealer's service department have been trained in Nash factory methods; they know the how and why of Nash engineering; know what lubricants are specified for proper functioning of all parts and assemblies, and have the benefit of factory experience and are familiar with factory recommendations on how best to make adjustments to meet varying requirements.

The difference between Nash Service and any other service for your Nash, is the difference between a specialist and a general practitioneer in medicine. Nash Dealers offer you specialized service.

HERE'S THE ANSWER



# TO CAREFREE DRIVING

LET US SERVICE YOUR CAR

- / Brakes
- Steering
- Fuel System
- Electrical System
- Tires and Wheels
- Cooling System
- Engine
- Lubrication



SERVICE PARTS

SEC. 34.66 P. L. & R.
U. S. POSTAGE
PAID

DETROIT, MICH.
Permit No. 5548

Howard E Kilborn 906 Pauman Ave Austin Minn



## LIKE A LION OR A LAMB

March is one of the more unpredictable months as far as weather is concerned. It may bring us the worst winter we experience, in the areas where winter means inclement weather, or it may be a mild, welcome harbinger of spring. One thing is sure though, with the coming of March we know the "lift" that comes with spring isn't far off. And with spring close upon us it is time to think seriously of having your Nash conditioned for warmer weather.

# ENSTAD NASH, INC.

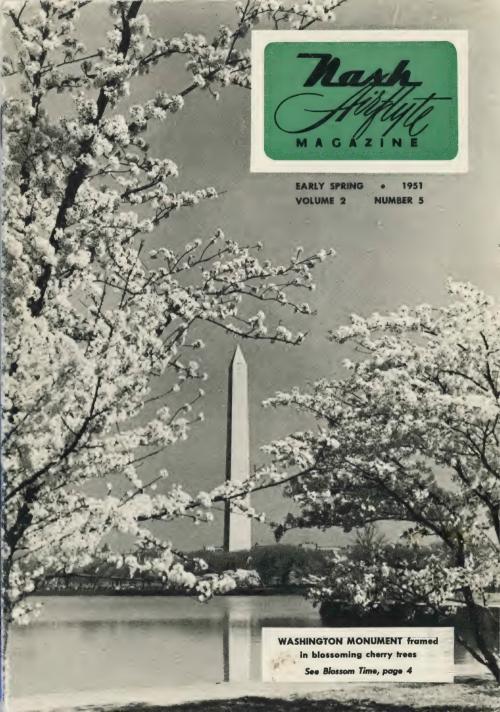
1327 Oakland Ave., W.

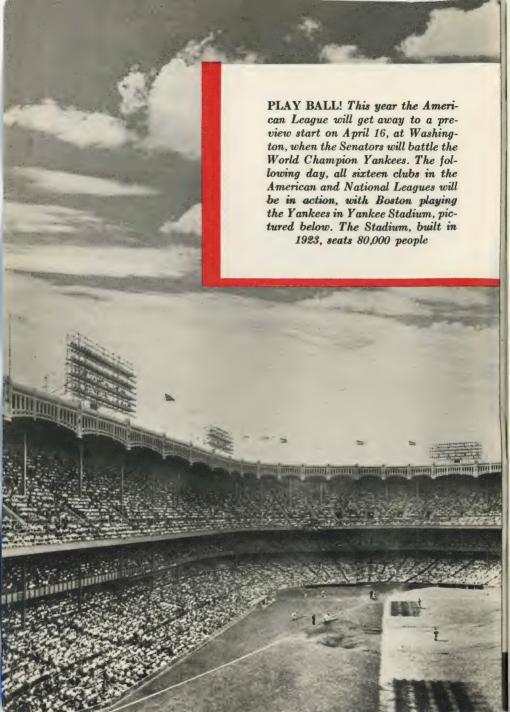
Austin, Minn.

Phone 9639.

More For Your Cash at Enstad Nash

14-5





### EARLY SPRING . 1951

VOL. 2



NO.

Editorial Offices: 431 Howard St., Detroit 31, Mich.

Published by and distributed with the compliments of your Nash Dealer.

COPYRIGHT 1951 . NASH MOTORS DIVISION OF NASH KELVINATOR CORP.

### 

Owner's Album Pages 7, 11, 22 Virginia's Skyline Drive and

FEATURED IN THIS ISSUE

Colonial Williamsburg .... Page 8
Antelope Roam In Wyoming ... Page 12

The Lavender Giant of Sierra
Madre Page 14
Lake Erie Fishing Page 18

Smiles Along the Road Page 28





Dogwood flowers on one of America's finest native trees



# on the Eastern Seaboard

n Time

By Tom Murray

Spring with beautiful flowering dogwood, red cherry and white apple blossoms comes early to the coastal states bordering the Atlantic Ocean. This is due in part to the steamheated Gulf Stream which keeps chill temperatures to a minimum along the lower half of the Eastern Seaboard.

Lovely garden tours are already under way in the Carolinas. Spring blooms of gorgeous azalea and camellia attract thousands to the great plantation estates in the Low Country.

Up in the Great Smoky Mountains of North Carolina and Tennessee motorists will find plenty to see and do in the next few months. Park Naturalists predict that this will be a "rhododendron year." All signs point to a very heavy bloom in June and July. The showy rhododendron can be enjoyed all through The Smokies where its magnificent blossoms and foliage spread over 440,000 acres of America's finest national

Greenfield Lake, Wilmington, North Carolina, celebrates its Azalea Festival from March 30 to April 2, however, in this region famous gardens resplendent with azaleas, camellias and sub-tropical vegetation are open year 'round Maine's spectacular apple blossoms may be seen at their best during the latter part of May

park land. Asheville, "In The Land Of The Sky" is a good place to headquarter when touring this area.

Virginia has its plans for welcoming Miss Springtime, too. Visitors from all over the East will soon be motoring to the Old Dominion State to enjoy her Annual Historic Garden Week scheduled for April 21-28. Over 200 early Virginia homes and lovely gardens are opened to tourists in this week-long program. If you are interested write to the Travel Council in Richmond.

Maryland has another attractive Spring program and tour. The Federated Garden Clubs there have their Fourteenth Annual House and Garden Pilgrimage from April 27 until May 7th. This offers delightful trips to Maryland's inland-sea country around the Chesapeake Bay region. Gardens in Annapolis and other old ports extend a welcome to guests at this time. For complete information just write to the Federated Garden Clubs of Maryland, 217 Sheraton Belvedere Hotel, Baltimore.

While apple and cherry blossoms (particularly around The Tidal Basin at Washington, D. C.) play

(continued on next page)





Apple blossom time is the signal of Spring in the fruit belts of western New York State and along Lake Champlain and the Hudson River

Rugged Grandfather Mountain towers nearly 6,000 feet to form a backdrop for spring flowers along the Blue Ridge Parkway near Blowing Rock, North Carolina



their part in nature's Spring beauty pageant, the flowering dogwood seems to be the top favorite. These beautiful small trees are found from Massachusetts to Florida. They are at their best, however, in Pennsylvania's mountain country. The handsome pink and white mantle of flowers put on a beautiful Spring display in and around the historic Valley Forge area in early May. Motor along any Quaker State Highway in early June and you will also see Mountain Laurel, often called Calico-Bush. This is Pennsylvania's state flower.

Subject to weather variation, the last weekend in April and the first three weeks in May will be apple blossom time in the orchards of New York State. Tourists coming from New York City will see the tide of blossoms start on the west side of the Hudson, in late April, and gradually spread northward. In the Lake Champlain orchard region the blooming season is the last three weeks in May. Apple blossom information on the Empire State may easily be obtained from the State Department of Commerce, 112 State Street, Albany 7, New York.

As Miss Springtime visits up through the New England states many beautiful pageants and festivals will be held in her honor. Yes, the Eastern Seaboard is truly lovely when blossom time comes around.



Rhododendron's gorgeous blossoms are at their spring-time best high in the Great Smoky Mountains

Near Asheville, North Carolina, mountain-top Craggy Gardens are seen from the Blue Ridge Parkway. In late May and June acres of rhododendron bloom, and in Autumn, Craggy is ablaze with color





NASH OWNER'S

# album

### Nash Speeds News to TV

Robert McCormick, who runs the Washington office for NBC's TV News and Special Events, has used his Nash Rambler to speed the processing of TV film in and around Washington so that in some cases NBC has been able to telecast film only an hour after the pictures were taken.

As a result, NBC has broken all records for quick shooting and processing of film, and getting the film on a television network reaching 8-million people, an hour after photographing an event. This use of movies, film and television is a whole new theory of news-coverage.

McCormick is a product of Washington public schools and George Washington University. He began his news career on the Washington Daily News, where he worked under the late Ernie Pyle, and Pyle's biographer, Lee Miller. He covered police, sports and general assignment, before writing a column concerning government employees, who in Washington make important news.

He later became Washington correspondent for Collier's Weekly, and after six years switched to NBC as radio commentator, and moved from there to chief of NBC's Central Pacific bureau. He spent World War II at Pearl Harbor and Guam.

Two years ago he took over the Washington portion of the Camel Caravan Television News program, the highest rated news show on TV, which is carried over a network of more than 30 stations. He now runs the Washington office of TV News and Special Events, including not only the Washington end of the Camel Caravan, but also syndication of NBC-TV news film to stations all over the country, and the Sunday program "Battle Report."



### VIRGINIA'S SKYLINE DRIVE



The elaborate garden gates provide a pleasant framing for the reconstructed Governor's Palace in Williamsburg, Virginia, one of the handsomest estates of colonial America



Tulips of the 18th century variety provide an added touch of color to the Palace gardens in the Spring. The simple topiary pieces, hedges, pleached arbor, bulb and perennial plantings were favorite garden ornaments of this period

# and COLONIAL WILLIAMSBURG

By Murray Metten

Spring vacation motor-tour take in Virginia's famed 107 mile Skyline Drive atop her storied Blue Ridge Mountains. Then go over to historic Williamsburg, Virginia's Colonial Capital, restored at a cost of millions by Mr. John D. Rockefeller, Jr. Try and set aside at least five days for this travel treat. Then you can fully enjoy the Old Dominion's scenic attractions, rich historical background and gracious, hospitable people.

You'll find Southern Guest Houses and good hotels all along the way. It is best to reserve accommodations in advance for your Williamsburg visit

A pleasant way to map out your tour is to head for Front Royal, Virginia. From this point the Skyline Drive, which is literally a cloud-level

Bright yellow Jonquils provide spring color in the yard of the Lubwell-Paradise House. In background is stable with dovecote above highway in the sky, curves and winds its way gracefully down along the tip-top ridges of the famous Virginia mountain chain.

The excellent roadway is perfectly safe although the trip is not recommended on rainy days as visibility is limited. Check your gas before starting from Front Royal as stations are few and far between. You will enjoy the patchwork panorama of farms and woodlands that stretch out far below as you drive along through Dickey Ridge, Elk Wallow, Panorama, Skyland and Big Meadows. It is a nice day's trip to make your night's headquarters at Thomas Jefferson's Natural Bridge. Be sure to see the nightly pageant program under the 215 foot high stone arch.

The next day you will motor up to a 2,000 foot elevation and across the Blue Ridge heading for Wil-

(continued on next page)

This section of Skyline Drive is viewed through the entrance of the tunnel cut through Mary's Rock, in Shenandoah National Park, Virginia







liamsburg. Richmond provides a lunch time "break" and you should be in Colonial Williamsburg by late afternoon.

Spring is the season of the year when Colonial Williamsburg is in its most attractive dress. Thousands of spring flowers and shrubs including hyacinths, primroses, peach and plum blossoms add a colorful loveliness to the ageless charm of the restored Capital. Warm spring sunshine brings out the fragrance and beauty of ancient boxwood in scores of magnificent Colonial gardens.

It is best to go first to the Williamsburg Reception Center. Here the historical significance of the Colonial city is described. If you wish, you may leisurely stroll along Duke of Gloucester street, Prince George street, or Francis street to your heart's content. Or you may desire to join a guide-conducted tour that includes the Governor's Palace, The Capitol, George Wythe House and other truly great exhibitions.

Tour tickets are nominally priced.

One of the handiest and most popular places for snapshots in pieturesque Williamsburg is the Pillory of the 18th Century Public Gaol where nagging wives, thieves and minor offenders were punished in colonial times

Children are admitted at reduced rates. All income from the tours as well as the revenue from the Williamsburg Inn and Lodge is used to carry forward the Rockefeller restoration program.

The College of William and Mary is also in Williamsburg. You will enjoy walking through its beautiful campus. By all means motor over to nearby Jamestown, Virginia, site in 1607 of the first permanent English settlement.

Once you have visited Virginia in April, May or June you will more readily understand why its beauty and historic interest are so dear to many, many Americans.

### Civic Minded

For most persons, managing a firm as busy and important as the Harrison Pipe Co., Tacoma, Washington, would be a task which would leave them without a moment to spare for other activities. Not so with Mr. E. L. Warner, of 4017 North 31st Street, Tacoma.

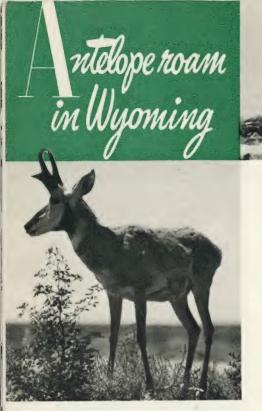
Mr. Warner, beside being manager of a firm which manufactures concrete pipe to the rate of more than 5,000 tons a year in various sizes from four inches to thirty-six inches in diameter, is also a member of the Tacoma Chamber of Commerce and has served on many of its more active and important committees. He is a past district governor of the Rotary, District 151, and is still active in that group. He is a member of the American Society of Civil Engineers and as such served as Master of Ceremonies for the opening of the first Tacoma Narrows Bridge: Pressing business kept him from accepting the task again when the second bridge was opened this fall. He has found time, however, to serve this year as chairman of the Pierce County Chapter of the American Red Cross.

As for automobiles, Mr. Warner has only one choice. He has driven Nash cars for the past twenty-five years, purchasing his first Nash in 1925. Although he has totaled more than 500,000 miles on ten Nash cars (he is now driving his eleventh), he has been unable to wear any one of them out, although he logged more than 100,000 miles on one car.

Mr. Warner first became interested in the manufacture and use of concrete pipe when he was doing irrigation work in Idaho, even before his college days. He attended the University of Washington.

Mr. Warner's present car is a 1951 Nash Ambassador Airflyte four-door sedan.





By Grace V. Sharritt

Antelope dotted the plains of south-central Wyoming's desert. Splashes of tan and white ran into the sage-brush. Bands of ten and twenty grazed peacefully along state Highway 220, main artery of travel between Casper and Rawlins. It was June and the Pronghorns were feeling their oats!

This was the legendary Sweetwater River country, famous for its antelope herds as well as its thrilling tales of frontier days when the celebrated "Virginian" traveled incognito. And where courageous explorers, fur trappers, and Mormons had made trails into the far West. It's a thin day when travelers on state Highway 220, in the desert around Lander, or even on the Lincoln Highway between Laramie and Medicine Bow fail to catch picture after picture of antelope grazing

Pronghorned buck—representative of the largest herd of antelope in North America. Last year's count soared to 76,000 in Wyoming

Along the highway, which was once an old wagon road of the Mormon pioneers, and following the dirt roads into the brush, were evidences still of those cattle-rustlin', Indianchasing, Hopalong Cassidy days. There were skulls of animals whitened by time, a forgotten cattleman's grave fenced-in with weatherworn stakes, a deserted corral and ghostly windowless cabins. Monuments of years and weather now abandoned to the solitude of the wind-whispering land that stretched to far horizons meeting dark hills of forbidding rocks and slopes that knew rattlesnakes, bears, and longago outlaws.

But what brought the scene vividly alive were the antelope. For wherever you looked this beautiful game-animal ranged, and one could readily believe, without verifying statistics, that Wyoming was indeed the home of the antelope. A new



high had been polled by the Wyoming Game and Fish Commission in 1950, with a census of 76,856 animals. This was a setting comparable to the old days of the late eighteenth and early nineteenth centuries when North America was prolific with wild game, when buffalo ranged for miles upon miles in the plains of the west.

The story of Wyoming's antelope reads like many another tale of the abundance of those early days. But whereas much of that game has vanished forever, the antelopes' history has had a different ending. There was a period at the turn of the twentieth century, according to Wyoming Game and Fish Commission figures, when fewer than 26,000 Pronghorn's roamed this entire continent; and, of these, only 5,000 head were in Wyoming. Good game

management, however—with closed seasons, followed by open-hunting seasons, as the herd grew beyond healthy range-capacity—has now spot-lighted Wyoming with the largest herd in the world.

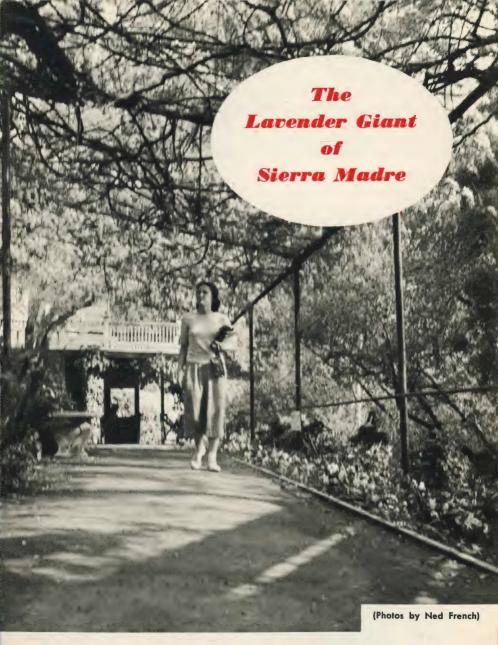
No wonder the visitor traveling roads throughout the state—into the desert around Lander, or along the Lincoln Highway between Laramie and Medicine Bow, or out of Rock Springs, toward the Jackson Hole country—can see fleet-footed animals silhouetted against a rise on the sagebrush plains or grazing quietly within camera distance. However, it is in the Sweetwater country that he feels that time has rolled back—

Back to those days of ghostly tunes played by the ceaseless whispering wind and the tumbling weed, on the range where the antelope roam.

(Fish and Wildlife Service Photos)

In autumn the animals are lighter in color than in June, when their coats take on a redder cast. Although the Pronghorns are usually gun-shy after the hunting season—which generally opens in September—the observant, patient camera-sleuth can find scenes like this when he travels off the main highways





Visitor enters space beneath gargantuan wistaria vine through tunnel of trendrils, roof and walls of which drip lavender blossoms

It is well-known that a wistaria climbing over a tree or other plant eventually will kill its host, but probably the only wistaria vine in history to devour a ten-room house is the spectacular 59-year-old vine at 201 W. Carter Ave., Sierra Madre, California, where the annual Wistaria Festival is held.

Way back in 1892, Mrs. Alice Brugman of Sierra Madre—a little foothill town nestling in the shadow of Mount Wilson, seventeen miles northeast of Los Angeles—thought it would be nice if she could plant by her porch a vine that would provide a little shade on hot summer days. She hitched up her horse and buggy and drove to Monrovia, where she bought a small wistaria plant in a gallon can for 75 cents.

The house long since has disappeared, so weakened by the vine that it was abandoned in 1936

and another built 200 feet away. The vine now covers over 40,000 square feet, produces an average of 1,600,000 clusters of blossoms yearly and requires, in addition to 20,000 pounds of fertilizer annually, frequent plant-hormone shots which garden experts are called in to administer. Its all-around upkeep costs \$10,000 a year. This includes the pay of a steady gardener who is aided for nearly three months each year by three pruning experts, without whose help the famous vine soon would choke itself to death.

An idea of the vine's size may be grasped by the imagination, when one realizes that the circumference of its largest trunk is 43 inches and its trendrils are as long as 525 feet. Not satisfied with devouring the original house, the giant now has begun to embrace the new house and an 80-foot oak tree.

(continued on next page)

View covering part of 40,000-square-foot expanse embraced by vine that costs \$10,000 a year to keep, showing thickness of some of its branches





Portion of garden beneath what is believed to be the world's largest wistaria vine. Here ferns, shrubs, and exotic plants grow beneath a canopy of delicately scented blossoms

Since 1913, when the first Sierra Madre Wistaria Festival was attended by 300 visitors, this wistaria vine has been an outstanding spring attraction in Southern California. Thousands attend the annual Sierra Madre Wistaria Festival, which opens approximately April 4 and lasts from three to four weeks. Among these sightseers are visitors from all over the world. In 1948 Trygve Lie of Norway, secretarygeneral of the United Nations, came to view the vine.

In April, 1950, a new parking space large enough to accommodate several hundred cars was made available for the convenience of motorists attending the festival.

Dr. George Thompson, a retired professor of botany at the University of Virginia and a vice-president of the Scientific Horticulture Societies of America has described the vine as one of the seven gardening wonders of the world. The thousands who gather in the springtime beneath its huge flower-covered pergola to enjoy its fragrance and lavender beauty or on Easter Sunday morning for the sunrise service, agree with him.

Fragrance and beauty aren't the vine's only gifts to the people. During the first World War the practice of charging a small admission fee to the annual festival originated. Through this fee and from the sale of giftware and refreshments in the booths beneath the pergola, thousands of dollars were raised and donated to the Red Cross. Since the Armistice in 1918, the revenue from these sources has increased, and except for the interval of World War II when it again was turned over to the Red Cross, has been devoted to the aid of other deserving charities and to local improvement projects.

THE TRAVELER'S

Palendar what to SEE

APRIL

1- 6—Grand National Junior Livestock Exposition, San Francisco, Calif.

6-8-Fine Arts Festival, Tucson,

Arizona

where to GO

8-Junior Team Race, Arapahoe Basin, Colorado

14-15—Tri State Band Festival, Martinsburg, W. Va.

14-15—Harvard-Dartmouth Ski Slalom, Tuckerman Ravine, Mt. Washington, New Hampshire

15-Annual Greater Miami Winter Fishing Tournament, Miami, Florida

riorida

16-21-51st Annual North and South Invitation Amateur Golf Championship, Pinehurst, N.C.

22-29-Famous Houses Pilgrimage, Holly Springs, Mississippi

23-28-49th Annual North & South Invitation Golf Championship for Women, Pinehurst, N.C.

23-29—International Travel Exposition, Stevens Hotel, Chicago

27-28—Florida High School Music Festival, Tampa, Florida

27-May 9-14th Annual Maryland House and Garden Pilgrimage 28-29-Sandhills Skeet Champion-

ships, Pinehurst, N. C.

29—Opening of Music Week, Florida State University, Tallahassee, Florida

29-Arapahoe Basin Annual May Day Slalom, Dillons, Colorado

30-White Water Parade, Blue River, Oregon

30-Teton Derby, Jackson, Wyoming MAY

1-Daniel Webster Birthplace opens, Franklin, N. H.

1-Opening of Trout Fishing Season, State of Vermont

3-Beginning week-end yacht club races, Menominee, Michigan

4- 5-Men's and Women's National AAU Gymnastics Championships, sponsored by American Turners, Detroit, Michigan

5-75th Kentucky Derby, Churchill Downs, Louisville, Kentucky

5-29-24th National High School Art Exhibition, Carnegie Institute, Pittsburgh, Pa.

6-Selection of "Miss Resorter,"

Miami, Florida

9-12—International Open Volleyball Championship, Springfield College, Mass.

13-Portuguese Fiesta, San Diego,

California

14-17—World's most important Golf event, USGA Open Championship, Oakland Hills Country Club, Detroit, Michigan

15-Calico Days, Yermo, California 18-19-New England Music Festival,

Rutland, Vermont

18-19-N.J.C.A.A. Track and Field Meet at Hutchinson, Kansas

19-20—Invitational Small Boat Southern California Regatta, Mission Bay Aquatic Park, California

19-20—Escondido Valley Riders 8th Annual Horse Show, California

21-July 3—Harness Racing, Westbury, L. I.

Model Yacht Regatta.

26-25th Annual San Diego Union-



INSHERMEN have fished Lake Eric now for many years, with no telling effects on the catch. There seems to be lots of fish of several species there, largemouth bass, smallmouth bass, walleyes, yellow perch, channel cats and even lake trout in a few spots. Lake Eric is where I caught the largest white bass I ever caught anyplace. I hooked him while trolling north of Kelleys Island. Weighed over four pounds. What a thrill. And what a fight he put up! Zigzagging, diving

hard for the bottom, he never did give up, he just wore himself completely out.

Here you can fish according to your mood. If lazy, just drift, with a couple of lines over the side, baited with dew worms or minnows. Let the breeze blow you where it likes; you have plenty of room. If suddenly you should decide you would like a nice bass for dinner kick on your outboard, and head for the nearest rock or gravel bottom. Slide in with your power off so as not to

scare that big one away. Pick up your plug casting outfit, cast in next to shore, make your usual retrieve. according to type of plug used.

Here again I have made one of my best catches, my largest catch of bass in the shortest time, 17 black bass in 30 minutes, just off the Catawba Cliffs. What a day! It has never happened again, but I am still hoping.

The reason for this is the difference in fishermen, some just fish; with some it is an art; then you have a few with whom fishing is a science. Those in the last category, are still

experimenting and testing theories. only to discard them later as useless. But, in the meantime they catch a few fish and pick-up some useful information.

Most important is the continual experimenting. If you get no strikes, change to something else, change retrieve speed, get a little deeper. change color. Sooner or later you are going to hit on something that works for you.

I usually find good use for three different rods: A five-and-a-half foot light action, using a 10-pound test nylon line, a five-foot medium action rod equipped with a trolling reel and a 15-pound test line, and a spinning rod and reel, used with a four and eight pound test lines on different spools. The eight-pound test line works fine with the regular bait casting plugs, the four-pound test works like a charm with the very light lures, even dry flies can be used with the plastic bubble. These dry-flies come in mighty handy in catching perch and walleves here when the May flies are pouring out of the lake by the thousands. These May flies are called by many different names

## THE AUTHOR

Rance Fultz is a member of the Outdoor Writers' Association of America, of the Ohio Outdoor Writers. a national committeeman of the Sportsman's Club of America. A holder of the Medal of Honor from the Fishing Hall of Fame, he has hunted, fished and written about the country east of the Mississippi from Hudson Bay to the Keys.

locally, but the best name I ever heard was golly-whoppers, and golly-

whoppers they are.

Places where a fisherman can take his family and have good fishing too, are both scarce and far between. But not in this area, where you may find good eating places, wonderful beaches, hotels, modern cabins, and good stormy-weather protected spots.

Then there are the islands north of this mainland-Kelleys Island, South Bass, Middle Bass, North Bass, Starve, Green, Rattlesnake, Sugar, Ballast, Middle (Canada), and Pelee. These islands in my opinion offer the best bass fishing in the Middle West, with walleve fishing that is out of this world.

You may find fishing here so good that it is actually dangerous. Don't get so interested you neglect to keep a weather eye open. Lake Erie can throw up some heavy seas in a storm.

(continued on next page)



Don't blame me if you take a couple of days off to fish this section and have a northeastern blow for three days. I have worn a wool shirt there in July and August during these blows and believe you me it felt good. The sun may be shining brightly when you arrive, but by the time you're ready to shove off the lake begins to kick up. In a few minutes the waves are coming in four or five feet high. By that time you feel so low, you can walk under a snake.

But all is not lost. The fish do not like these high seas any better than you do, they start hunting the protected bays, leeward shores and streams or waterways leading into the lake. If it is not too cold, you may find some very good fishing in these spots, especially for bass, bluegills and crappies.

Lake Erie is like most bodies of water: about 80% is absolutely fish-

less, with less than 10% of the fishermen catching any fish at all.

If you happen to feel restless and want to be on the go, then trolling is the answer. Walleye and bass, both black and white, can be picked up. If you want pickerel in great numbers, troll the reefs. There are always reefs fairly close at hand. Say you are staying at Port Clinton, Ohio, for example: There is a reef about two miles northeast, one about two miles directly north, maybe a little to the west, another just off Mouse Island, several just off the north shore of Kelleys Island. So there you are plenty of reefs, plenty of room, plenty of fish, and no end of sport in both fishing and boating. On top of that, fish the way you like best. Don't forget the fly rod. Catching yellow perch with the light outfit is tops in any lingo.

Some of the places I have fished and liked: Starting in at Port Clin-

ton, one mile east is Vista Villa, one-half mile out in the lake there is good pickerel fishing, day or night. Here, too, you can catch plenty of perch and channel cats. Between Vista Villa and the Catawba Cliffs is good trolling water; just off the cliffs is good bass fishing. Bass fishing and walleye fishing are nip and tuck, first one in first place, then the other. This is true all around Catawba Island and Marblehead Peninsula, with several species of panfish running a close third.

Favorite spots off the mainland where my luck has been best are the southside of Mouse Island, the shore line north of Terrace Beach, East Harbor, rocky shores between Old Marblehead Light House and the State Park, east side of Johnsons Island and west shore of Bay Point. These all are close to good fishing, boating and entertainment for the family. For people who like that sort of thing, Lakeside has chautauqua

at its best. It is known as "The Ideal Vacation Spot for Young and Old" and as "The Chautauqua of the Great Lakes."

Just the opposite, especially for the younger set, Cedar Point is the spot, big time bands for dancing, a fine beach and a large amusement park. For all around goodness in about everything in one spot is Gem-Terrace Beach which offers skating, cabins, a beach, dancing and a host of other things including one of the nicest yacht docks on the lakes. The geologists can really have a hey-day, the glacial rock formations are of particular interest, and there are Indian inscription rocks, caves and glacial groves.

I know I sound like a press agent, but after taking trips far and near to fish and hunt, only to discover suddenly the best right under my nose, I am affected that way. At any rate, you may wish to try it some time and if you do — Good fishin' friend.





## Busy Photographer . . . By Ben Ross

Thrice across the continent and back and three sets of tires later, my '47 Nash Ambassador 4-door sedan is still going hale and hearty and serving as a combination means of transportation, camera platform for "angle" shots and even as a "mobile dressing room." I expect the car to be going strong for at least another two or three years, despite the "beating" it has taken on long, high-speed trips, in temperatures ranging from 122 above to 14 below zero and over terrain that would give a mountain goat an inferiority complex.

During the war I served as combat cameraman with the 8th Air Force over Germany, and later as lensman for USSTAF (U. S. Strategic Air Forces in Europe). Prior to that I had been free-lancing for a number of years out of Floyd Bennett Airport, N. Y. My first postwar car was a '46 Nash "600," traded in the following year for the present model.

Although I use airlines quite often, my assignments for the national Sunday supplement Parade Magazine, frequently call for me and my brother to hie into the hinterlands to off-the-beaten path spots that no-body (except the people living there!) ever heard of. To get to such places where the nearest airline or

railroad may be 50 to 200 miles away, the Nash is the answer.

My travels by Nash have carried me at least once into 42 of the 48 states, from Pikes Peak to Death Valley and a remote region like Big Bend National Park, in Texas. From Brooklyn to California and return, I have had assignments in the big cities and also villages and whistle stops. Trying to make magazine deadlines, my Nash has traveled through baking desert heat, a tornado in Oklahoma, and the tail-end of the record blizzard of '48.

In addition the car is always on the go on local assignments in and around N. Y., fanning out in one-day jobs as far as 200 miles from home base. The sturdy hood and car top has served as a camera platform for angle shots of babies, beauties and beasts, planes, buffalo herds and auto races. I have had unusual passengers occupying the back seat; from movie star Dick Powell to an educated chimpanzee who "beat" my brother in an alleged roulette game in a Las Vegas, Nevada, gambling house.

Right now I am preparing to go on another cross-country assignment which will take me to Arkansas, St. Louis, Texas, and across the Rockies to San Diego. The Nash is ready!

## OLD MILL INN...Bernardsville, N. J.

The Old Mill Inn, located on U.S. Route 202 between Morristown and Bernardsville, New Jersey, dates back to Revolutionary days. The Inn was formerly a barn located by the side of an old mill. The barn was used to store grain, stable horses, and for other farm duties.

The barn was moved to its present site, a few hundred yards from the old mill, but the original structure was not altered. The barn offered a natural pattern to follow in converting it to an inn. The wagon and machinery shop is now the Main Dining Room. The horse stables are now the Grill Room. The grain room retains its original name. The hay lofts have been converted to bedrooms (seven), and the cow shed is the cocktail lounge.

The Inn property covers twenty acres of wooded area which includes gardens and a rippling stream.

The Inn has a quaint country feeling. Tables and chairs are mostly antiques. Wall decorations, such as oxen and horse yokes, old muskets, hunting bugles, and wagon wheels all add to the atmosphere.

The food is cooked old-country-

style. Boneless chicken, which is batter-dipped and deep-fat-fried, is one of the most popular dishes. Another favorite is Roast Long Island Duck, done in a "greaseless" manner. Potatoes, either French-fried or mashed are of the Long Island variety. Most of the vegetables are quick frozen, thus providing a year round selection. Cooking is supervised by Chef Bernard Langhorst.

The Inn is operated by Wallace Childs of Childs Restaurant fame. Also operated by the same management is the Old Mill Inn Town House, Morristown, New Jersey.



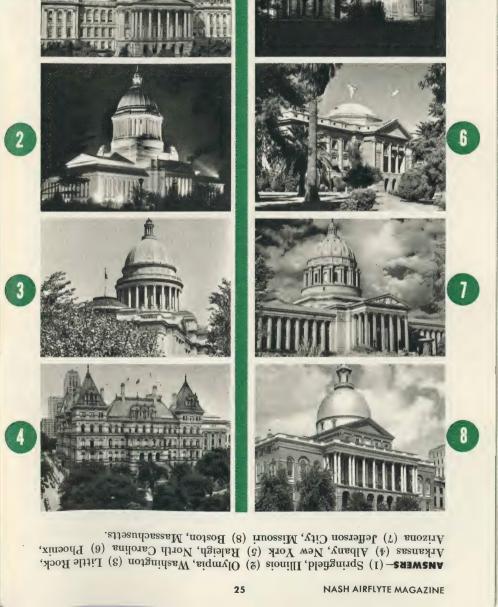


## A NASH AIRFLYTE PHOTO QUIZ . State Capitols

Although the capitol building in Washington, D.C. is the most important one in the nation, Americans are always interested in the State Capitols, too. This is made evident by the number of visitors these buildings have each year, particularly by people from other states. Although to a certain extent capitol buildings look very much alike, there are usually some differences. And whether you have visited many of these buildings or not, they are all much-photographed so you should be able to identify the ones shown, since the captions give you helpful clues. In what city and state is each of the pictured buildings? See how many you can identify; then look at the upside-down type at the bottom of the next page for the correct answers.

- 1 This building is the Capitol of the "Prairie State" and stands in a city with the same name as a Massachusetts town. The tomb of one of our famous presidents (who was assassinated) is located in this city
- 2 The night view shows the Capitol building of a western state which is nicknamed "The Evergreen State" and was named after a president. The Capital city is on U.S. Highway 99 and connects with U.S. 101
- **3** This dome tops the building which is the legislative center of the "Wonder State"—a state which contains the only known diamond mine in North America. One of the state's cities is famous for its "hot springs"
- 4 This building—the hub of the "Empire State" government—stands at the crest of State Street Hill. The state is the most populous in the Union and its biggest city bears the state's name

- 5 This building, in a city named for an English statesman, is the Capitol of the state which was next-to-last of the Original Colonies to enter the Union. This city is one of the few planned capitals in the country
- **6** Here is the Capitol building of the "Baby State," in a city whose name means "rising from the ashes of its predecessors." The state is the locale of one of the most spectacular scenic wonders of the world
- 7 The Capitol building shown here has grown in importance since one of the state's citizens became the most important figure in the nation. It stands in a city bearing the same name as one of our early presidents
- 8 This Capitol building has a gold dome which can be seen from almost any part of the city. The state is nicknamed the "Bean State" and the "Bay State." The Capitol overlooks an historic "Common"



Use the cardboard center rolls from waxed paper and paper towels for keeping freshly-ironed doilies and scarfs from becoming wrinkled. Just roll the linen around the roll and hold in place with a rubber band or string.

Mrs. Robert L. Kirk Philadelphia 3, Pa.

When in need of a carpenters level, make one from a small medicine bottle. Fill the bottle almost to the top with water, so that when it is laid on its side, the air in the bottle forms a hubble.

H. EGGERT Chicago 21, Ill.

When mailing packages of food, use pop corn instead of shredded paper for packing. The package will not only be lighter but the food will remain fresh.

> MARGARET KUMER Westmont, N. J.

To save babies and small children from slipping and falling put strips



Helpful Harriet and Handy Harry invite contributions to this page. If you have a favorite way of performing some ordinary household task, or have discovered a short-cut in the performance of some chore,

of adhesive tape on the soles of shoes.

Mrs. Chester Batsell St. Joseph, Mo.

A bushel basket makes an ideal container for storing a garden hose. Just roll it into the basket without kinks, cover and it will be kept dust-proof and compact.

MARJORIE ALLEN Racine, Wisconsin

A sheet of aluminum foil in the bottom of the oven will catch any drip-

## NASH MIRRORS TO



Regardless of what your car-mirror requirements are, there is a Nash mirror that suits every need. There is the Non-Glare Rear View Mirror that eliminates blinding glare from headlights behind you, to make driving safer; there is the Custom Styled Rear View Mirror, designed exclusively for Nash Airflyte models, which is styled on aerodynamic lines



send it along; it may be worth money. Nash Airflyte Magazine will pay five dollars for each contribution published. Address all contributions to Nash Airflyte Magazine, 431 Howard Street, Detroit 31, Michigan.

pings from pies or casseroles and keep the oven clean.

> Mrs. Ruble Jones Durango, Colorado

Waxed cartons from milk may be used for singeing fowls. They give a hotter flame and are less apt to throw sparks than when burning newspaper is used.

MRS. MAX MADSEN Dalton, Minn.

When weighing a live chicken bend a wire coathanger into an inverted U-shape and slip the birds feet through the end. Hangs on scales easily, saves tying the chicken's feet and prevents it from flopping.

Mrs. W. M. JIROUSEK Owatonna, Minn.

To keep the neck of T-shirts and sweaters from stretching out, run an elastic thread through the neckline. Mrs. J. E. Sullivan Spokane, Wash.

Dipping scissors in confectioners sugar will prevent them from becoming sticky when cutting marshmallows and dates.

> MRS. CALE CAMPBELL Port Orchard, Wash.

Before dyeing a garment run a few threads through the material and dye them with the rest of the material. This will give you matching thread for hemming or mending.

> Mrs. G. H. WALLACE Loves Park, Ill.

## SUIT YOUR NEEDS

and when installed becomes a permanent part of your car, and, finally there is the handy Visor Vanity Mirror, which clips to the sun visor and is always within easy reach of front seat passengers. This Vanity Mirror has an added feature: Space for recording mileage and other service data. See your Nash Dealer for any or all of your car-mirror wants.





## **Dollars for Laughs**



For each contribution to this department—which is selected for publication—Nash Airflyte Magazine will pay five dollars. Contributions should be photographs of amusing signs, accounts of interesting road side experiences, quotes from newspapers, odd ads seen, etc. All contributions become the property of Nash Airflyte and none will be returned. In cases of duplicate contributions the one received first will be paid for if used. Address all contributions to Nash Airflyte Magazine, 431 Howard St., Detroit 31, Michigan.

### **Rose Colored**

A Racine, Wisconsin cafe displays this sign for the consideration of its customers.

> Don't look for flaws as you go thru life;

And even if you find them,

Be wise and kind and somewhat blind,

And look for good behind them.

Miss Linda Schink Racine, Wiconsin

## Too True

A placard over the door of an insurance office in a Texas town bears this observation:

"Ve get too soon old, and too late smart."

Jim Waters

Lufkin, Texas

## OPINION OR WARNING?



Marking a section of road under construction between Washington, D. C. and Sandy Pointe Ferry, Maryland, this sign attracted attention.

Shirley Bisselle

Washington, D. C.

## Who Sez?

A new beauty parlor posted this sign in its window:

"The average girl needs beauty more than brains because the average man can see better than he can think."

Mrs. S. A. Collins

Denver, Colorado

## FASTEN SEAT BELTS

This unusual road side warning was spotted on U. S. Highway 55, west of Wichita.

Frank S. Wissmath

rank S. Wissmath Clayton, Missouri SLOW DANGEROUS AIR CURRENTS

## TIME TO MOVE 20 FEET 15 FEET 5 FEET 8

## RIGHT NOW!

Beside a river near Lincoln, Nebraska stands this warning sign.

> Ted J. Alvey Sioux City, Iowa

## Must Mean It

An irate farmer posted this:

Notis!

Trespassers will B persecuted to the full xtent of 2 mungrel dogs which neve wuz over sochible & 1 Duble Brl Shot Gun which aint loaded wiz sofa pillers. DAM if I aint gitten tired of this H--- Raisen on my propity—No Huntin! No Fishin! No Campin! No Nuthin!

William S. Thompson Wharton, New Jersey

## **Don't Classify Yourself**

This picture was taken on Highway 66, near Pasadena, California.



Mrs. J. J. Terril Pasadena, California

## **For Reading Dogs**

This one was seen in front of a Canton, Ohio, Fire Engine House.











## CAR CARE

Maintaining a spic-and-span looking Nash Airflyte isn't the task you might think, and it requires little expense. It is, as a matter of fact, a feat easily accomplished at home using the Nash Car Care Materials prepared for the very purpose.

For instance Nash Polish and Cleaner will not only do a great job on your car, but on metals and woods in the house; Nash General Use Oil, is another item that belongs not only in every car, but also in every home; Nash Glass Cleaner will keep your car or home windows glistening, and Chrome Cleaner works like magic in restoring original luster to all chrome car parts. Haze Cream is an easily applied seal that protects and preserves your car's finish. Your local Nash Dealer has all of these items.

# a freat idea

In driving as in baseball, a good start is a fine thing. From late February until mid-April major league ball teams spend an arduous pre-season conditioning period. When the season starts and every game counts, they are ready.

It is a considerably simpler matter to have your Nash conditioned for Spring. Get rid of the Winter sluggishness. Change over for Spring driving now and make every mile of driving in the invigorating Spring a pleasure-filled mile.

Your pre-season conditioning camp isn't miles away. You can get the best Spring-conditioning possible for your Nash Airflyte merely by making an appointment with the Service Department at your local Nash Dealer's. There is no better service for your Nash, because Nash service mechanics know your Nash best—they are trained in factory methods.



- Prain, Flush and
- Clean, Repack and Adjust Front Wheel Bearings
- Complete Scientific
- Wash and Polish for Spring Beauty



MOST MODERN SERVICE

SEC. 34.66 P. L. & R. U. S. POSTAGE PAID DETROIT, MICH. Permit No. 5548

Howard E Kilborn 906 Bauman Ave Austin Minn



## Important for your car, too

Spring conditioning is an important part of a baseball player's annual routine. Spring conditioning of your Nash Airflyte is important to its proper functioning too. If your Nash hasn't been spring conditioned yet, better give us a call.

## ENSTAD NASH, INC.

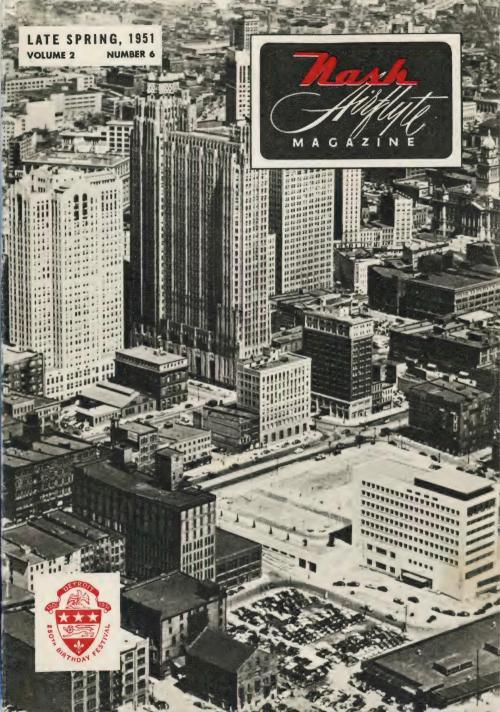
1327 Oakland Ave., W.

Austin, Minn.

Phone 9639.

More For Your Cash at Enstad Nash

14-5



## LATE SPRING ISSUE . 1951

VOL. 2



NO. 6

Editorial Offices: 431 Howard St., Detroit 31, Mich.

Published by and distributed with the compliments of your Nash Dealer.

COPYRIGHT 1951 . NASH MOTORS DIVISION OF NASH KELVINATOR CORP.

## FEATURED IN THIS ISSUE

Detroit	Page 4
Ocean Hiway to Florida	Page 8
Iowa's Goose Vaudeville	Page 12
Buffalo Farm	Page 14
Much Ado About Apples	Page 16
Cascade Playground	Page 20
Favorite Eating Places	Page 25
Harriet and Harry	Page 26
Smiles Along the Road	Page 98

## OAKLAND HILLS CLUB HOUSE-

looking from the golf course. Over the face-lifted and toughened course of Oakland Hills, the 1951 United States Open Golf Championship will be played from June 14 to 17. This is only one of the many major national athletic events to which Detroit will play host in its 250th Anniversary Year







Detroit's City Hall with the Penobscot Building, tallest in the city, in the left background



First Settlers Came in Canoes



A QUARTER of a millennium ago 24 canoes came up a broad American river.

The sun was beginning to glint on the highest trees ashore. Morning mists still swirled on the lowlands.

The 96 men in the big canoes looked toward the north shore of the river and paddled closer. The dark faces smiled at each other and then a mighty cry of "Pour Dieu and Mon Roi" came booming from all the canoes.

So they went ashore, some dressed in the velvet and gold trappings of the French Army, two carrying a cross and the others in the halfcivilized, half-Indian garb of the traders.

But one went out on the river and paddled all that day and the next studying the shore. Cadillac, intrepid explorer for King Louis XIV, selected his site carefully and there in the vast wilderness he built Fort Pontchartrain.

There 250 years ago began a city now known as Detroit. A city that was to grow, to develop the iron sinews that is one of the sagas of fabulous America, a young city among the ancient settlements of the world but one called upon for prodigious feats of production for civilization as we know it today.

What makes a city?

Courage, faith, ambition, dreams -of course! And wars to unite people in sacrifice—for three different flags have waved over Detroit and it stemmed two great Indian uprisings. And the forgotten immigrants, once all Americans were immigrants, who came, worked, raised families, died and who slumber under stones where moss long ago hid their names. And merchants. And doctors and lawyers. And ministers and priests to mellow ambition and turn it toward good. And bartenders and gamblers-in Detroit a gambler gave the city one of its loveliest monuments. And teachers for the next generation, and inventors, bankers, shipbuilders.

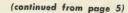
And everyone, in big or little way, leaving his imprint on his city so that in the end, like all cities, it emerges as the expression, the doing, the creating, of its people. Skyscrapers, vast factories, stand shining across America through the united strength of its dreamers and doers, the men with money and those with only sweat and strength to spend.

So take Detroit . . . dynamic Detroit . . . sometimes called "the test tube of America" . . . as a magnificent spectacle of how an American city struggles and grows.

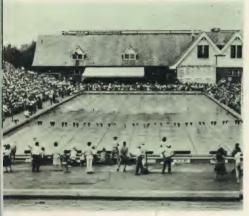
For after Cadillac established his strategic fort to control the Great Lakes for France and to win the fur trade, the struggles and troubles began. France, England, Indians and

(continued on page 6)





Briggs Stadium, said to be the bestlighted and one of the nation's most beautiful ball parks, will be scene of the Annual National League-American League All-Star game, July 10



From July 25 to 29 the Men's and Women's National AAU Swimming Championships will be held at Rouge Park Pools



then a new nation, the United States vied for this wilderness palisade.

Wars swept Detroit. Some gallant, as when the tiny fort stood alone in the wilderness breaking a vast Indian uprising wiping out the other scanty white outposts. And sometimes ignominious as when the American commandant surrendered to the British in the War of 1812 without firing a shot.

After the war of 1812, three-fourths of its people left. There were 1,500 of Detroit's population of 2,000 who moved to Canada leaving behind a resolute band of 500 Americans . . . to grow in less than 150 years to 3,500,000 people.

And to have within their city another city—Hamtramck—named out of their loyalty for the American colonel to whom the British surrendered the Fort. That, in 1813, was the American beginning with the French staying, too, and leaving their names on many a Detroit street.

Chicago had its great fire. But it wasn't as bad as Detroit's. In 1805 a fire that started in a stable, too, wiped out every building but one. And that fire gave Detroit its civic motto about "arising from the ashes."

It was then Judge Augustus Woodward, who was to leave his name on Detroit's main street, dreamed a future city. He planned

Belle Isle, in Detroit River. In the Detroit River, between Belle Isle and the mainland, the Detroit International Regatta Association will sponsor inboard power-boat races wide streets, a hub of arterial highways . . . as if he saw the automobile coming. But lesser men obfuscated his plans, varied them . . . and now 146 years later Detroiters are modifying their highways as Woodward planned it long ago.

Detroiters often strike the past as they build for a greater future. So it is not strange when they come upon the bones left from old epidemics... like those of 700 soldiers alone who died in 1812 of cholera. Four terrible epidemics swept Detroit but never completely of its resolute people still building over the terrors of yesterday.

Epidemic disasters were to spur on men long ago, like Father Gabriel Richard, who went heroically among the dying, and who was to contribute to the living future of Detroit its first printing press, its first hospital and who with the Rev. John Monteith, a Protestant minister, was to found the University of Michigan in the wilderness. And then was to die in another plague.

Names—men and women—there were thousands of them to project a vast city, to help fashion a State and a Nation.

There were men to discover salt

mines and dig them deep under Detroit. And men from Detroit to explore and finance copper and iron mines in Michigan's Upper Peninsula; to set up lumber mills and set new towns to growing. And Detroiters to build the locks at the Sault and make Great Lakes travel complete. To send out law makers, educators, planners, men to Washington to fight for and win the vigor that belongs to all the mid-west.

And men at home starting vast chemical industries, stove works, contriving the manufacture of adding machines, to fashion the automobile and to give America something more—the might of mass production.

The story of Detroit will be written many ways this year on its 250th anniversary. But perhaps the best way is not to try to single out the famous, whose stories have been told many times.

Rather to let the inspiration of this city be to America, not mass production, but the mass contribution of generation upon generation of people who surmounted wars, traitors and epidemics to build over ashes one of our great, shining symbolic cities.

Detroit's Art Center. The Main Branch Public Library is shown at left, and the Detroit Art Institute, right. These buildings, along with the Rackham Memorial Building, constitute a center for the city's cultural life





F YOU DRIVE South out of Boston early some morning and get on the famous Ocean Hiway at New York City you can be way down in Key West, Florida in five days. The official route of the Ocean Hiway hugs the Atlantic coast from New York to Jacksonville, a distance of 1017 miles. From Jacksonville down to Miami and across to Key West is another 518 miles. So you can eat Baked Beans in Boston and Lime Pie in Key West, all within a few days. Driving the Ocean Hiway you are on one of the most popular and interesting motor routes in the United States.

The average driver will make night stop-overs in about the following order: the first night out after leaving Boston will probably be spent around Dover, Delaware; second night, New Bern, North Carolina; third, Charleston, South Caro-

## OCEAN HIWAY

lina; fourth, Jacksonville and fifth night on the road will be Miami. It's an easy morning's trip then to run out via the Overseas Highway and on into Key West.

The attractive and colorful Hiway tour folder lists seven reasons why you'll like this Seaboard trail. Included in the list are: "safest route; all-year, all-weather roads; evasion of city traffic, and two ferry interludes." There is a short twenty-minute crossing from Pennsville, New Jersey over to historic old New Castle, Delaware. Toll charges are 83 cents for car and driver and 10 cents for each passenger. A really delightful and welcome break is the hour and quarter crossing of beautiful Chesapeake Bay. A fleet of four

Passing through New Castle, Delaware on Ocean Hiway, tourists have the opportunity of visiting this house. Oldest in Delaware, it was built in the latter half of the 17th century



New York

ships, radar-equipped, provide an attractive short cruise for Ocean Hiway travelers. Cost of car figures \$3.00 and 50 cents additional for each passenger. It's well worth every penny.

Once off the ship at Little Creek, Virginia, it's just a case of "headin' South." You couldn't get lost if you tried. Because the entire route on into Jacksonville is well marked and runs almost parallel with the Atlantic Ocean. The only place that could possibly cause trouble is just South of Norfolk, Virginia. Just follow the signs until you hit U.S. No. 17 and you'll be O.K.

The trip from pines to palms
(continued on page 10)

Near Ocean Hiway at Morehead City, North Carolina, is the opportunity for big game fishing



Amid sub-tropical beauty, the flamingoes are a colorful and graceful addition to the scene at the Rare Bird Farm, Kendall, Florida



Wilmington

Charleston

Savannak

Jacksonville

The Alligator Farm at St. Augustine, Florida, is well worth a visit. Here model Caroline Harris keeps a pair of the Farm's ostriches interested

(continued from page 9)

means different things to different people. If you like to sample regional cookery you'll love the Ocean Hiway. To mention just a few food tips, don't miss a meal of Eastern Sho' hog jowl and turnip greens. Be sure and try some of those wonderful Chincoteague Oysters when you get down around Virginia Beach, Va. Of course you can't pass-up that mouth-watering home-cured country ham with hot corn muffins. It's on all menus through the Carolinas.

When you hit Florida you'll probably fill up on tasty shrimp and drink quarts of nice fresh fruit juices. Yes indeed, the Ocean Hiway is a great ride if you like to eat. And speaking of Florida don't overlook the fact that in the past several years almost as many tourists visit the Sunshine State in the Summer as motor down in the winter.

Of course, it's quite a historic route, too. Part of it in the mid-

South coincides with the old King's Highway, through a history-book land where five foreign flags have flown before the Stars and Stripes.

If you are interested in learning more about the Ocean Hiway, drop a card to its headquarters in Wilmington, Delaware. Address Box 1552. Ask for the new map folder. For detailed information send for the interesting little 78-page book entitled, "Peninsula Pete Guides You Along the Ocean Hiway." It is published at cost, is illustrated, and it's really grand reading if you never motor a mile. Price is 35 cents.

Tourists always thrill to the Seven Mile Bridge, longest span of the Overseas Highway between Miami and Key West This is a typical Bahamian-type home of which there are scores at the southernmost tip of the nation, Key West, Florida





The 1951 Nash-Healey, a fast twopassenger sports car, was shown to the American public for the first time at the Chicago Automobile Show last February.

The new low-slung automobile, only 38 inches from road to hood top, is the first American sports car introduced by an established automobile manufacturer since the mid-20's. Production of the new car will be limited, and prices, not yet announced, will be "substantially higher" than other Nash models.

Joining American mechanical engineering and designing with British sports car body building, the Nash-Healey represents the combined skills of Nash Motors and the Donald Healey Company, Warwick,

England. Engine and major mechanical parts are manufactured by Nash Motors in the U. S. with bodies built in England using British materials.

The new sports car averaged 87.6 m.p.h. in the grueling 24-hour, 2,100-mile 1950 Le Mans (France) Grand Prix, to be listed among the winners.

The Nash-Healey is powered by the new "Dual Jetfire" Ambassador 6-cylinder high-compression engine. It has a compression ratio of 8.1:1 with developed power of 125 h.p. at 4,000 r.p.m.

The car has a folding fabric top located behind the seat, with a soft plastic rear window. Side windows are hard plastic material, which lower into the door panels.



The concentrated northbound migration of Blue and Snow geese from the Gulf of Mexico to Baffin and Northampton Islands in Hudson Bay looks like this. These geese are studying the field for waste grain from the harvest of the preceding autumn before lighting

## GEESE OVER IOWA \* \* \* \*

BY HENRY AND VERA BRADSHAW

Just ending for Iowans is their annual "goose vaudeville," the spring northward migration of Blue and Lesser Snow geese up the Missouri River valley. It has been called the "most magnificent ornithological display on earth." For when half a million wild and hungry fowl descend with reckless abandon on a concentrated area of Iowa's corn and wheat fields, spectators are stunned.

The constant gabble-gabble of the big birds, the manner in which they falling-leaf down from great heights to feed, their spiraling ascent when frightened, the cloudlike effect they create when they take wing—all these things combined produce a spectacle second to none.

Thousands of people drove to the corn state's western border this spring to witness the spectacle of wings. They went away talking to themselves. During the three-weekslong stop-over, a flock of 10,000 geese was average size. Flocks of up to 100,000 were seen. The birds have been known to congregate in one mass of a quarter of a million.

The Blue goose is a preening creature, with great wings, and a rusty white head above a slate blue body. His feet are coral pink, and he flies in a wavy line, causing his nickname, "Wavy."

He plays with, flies with, nests with, and sometimes mates with,

the Lesser Snow goose. In almost every flock of Blues will be seen a few Lesser Snows, the sparkling "white ones."

Not many more than two million blue geese exist in all the world, and it is a decidedly rare bird outside the central flyway. He lives his entire life on a sidewalk, stretching from Northampton and Baffin Islands, where he nests, to the Gulf of Mexico where he winters.

For many years he was secretive about these abodes; it wasn't until 1910 that his winter home was discovered, and his nesting area wasn't found until 1929. Reasons: until recent years, the southbound journey from James Bay to the Gulf was made non-stop; the northbound, before paved roads, was so protected

(Photos by the authors)

\* \* \* \* \* \* \* \* \* \* \* \* \* \*



Thousands of spectators flock to the Missouri River bottoms each spring to witness spectacles like the one pictured here

by the sticky gumbo of western Iowa that no one but natives knew the geese were lounging there.

The Iowa playground is the neck of an hourglass, into which the goose funnels from the Gulf, and out of which he funnels to the north country regions.



Iowa Conservation Officer C. D. (Dutch) Lille holds a hi-bred goose —half Blue, half Snow

Flight birds, love-light in their eyes, head North in V's and slanting lines. The sparkle of the "white ones" may be seen in the photo



## Buffalo Farm

BY BEN AND SID ROSS

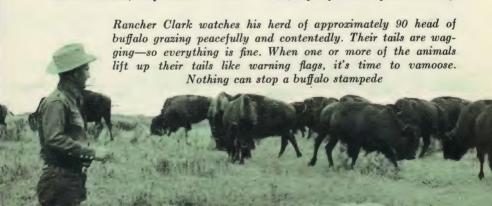
Home, home on what used to be the range—more specifically a few miles from the quiet town of Independence, Kansas, a husky young ex-swimming pool contractor operates what is probably the only "buffalo farm" in the country. The American buffalo—more properly called the bison—is being bred and raised by rancher Gene Clark to wind up as "buffalo-burgers" and steaks for the finest restaurants. To date Clark has about 90 head of the strong, powerful animals including bulls, cows and young calves.

The whole thing is a long-term project. Clark will have to wait a few more years and keep his fingers crossed, before he can hope to cash in on the "buffalo-burger" market. Primarily it is a slow and patient process of building up the herd.

"Every once in a while the government lets me know that I can buy another buffalo," says Clark. "Then I have to travel all the way out to Montana or Wyoming, and transport a single animal all the way back here by trailer."

Only 15 years ago there were but three buffalo left in the entire United States, compared to the hundreds of thousands of animals that used to darken the western plains. The animals were owned by an old Indian in Montana. The government then stepped in to prevent the bison from becoming extinct. Today, including the government herds, animals in zoos and buffalo in a few private herds (of which Clark's is the largest) there are about 8,000 buffalo in the country.

Clark got tired of building swimming pools for movie stars in Hollywood, several years ago. One day while talking to some friends in California, somebody mentioned that it would be a good idea to market buffalo meat except for the fact that so few of the animals were around and they were impossible to raise, anyway. Clark opined that any



Rancher Clark and his pretty wife Faye wear buffalo leather jackets



man who really set his mind on it could do it. "I was practically forced into buffalo farming on a dare," he says. "I hadn't the faintest idea of what I was getting into."

He chose his father's farm near Independence, Kansas, because it was the bison's home territory, the old range country. Then the fun began. First came the patient, one-by-one accumulation of the animals, mostly cows. Feed wasn't much of a problem—there was grazing land aplenty. But he soon found out that ordinary fences and corrals were insufficient. The tremendously powerful beasts went right through ordinary fences whenever the mood struck them.

"Nothing-but nothing can stop a



Fence posts good enough for ordinary cattle had to be replaced with telephone-pole-thickness posts



"Ferdinand" is the most appropriate
"household" pet for Clark. He likes
to drink from a spigot in the bottom
of the pail

buffalo stampede," says Clark. "No horse can hold a buffalo at the end of a lariat, either. A bull can turn a truck right over and toss you 20 feet with his horns if he gets in the mood." So Clark and his father tore out the standard fencing and replaced it with telephone-pole-thickness posts.

(Photos by the Authors)



VERY YEAR for twenty-four years Winchester, the "apple capital" in the beautiful Shenandoah Valley of Virginia has done the impossible. No other community of even ten times Winchester's population or income stages a celebration of the spectacle and magnitude of the annual Shenandoah Apple Blossom Festival.

Each spring, early in the month of May (the 3rd and 4th of May this year), when the hillsides between the famous Blue Ridges and the austere Alleghanies are arrayed in a blanket of pink and white petals, this city opens its gates to approximately a quarter of a million visitors for a two-day fete.

These two days are jam-packed with parades, shows, exhibits, balls, pageant presentations and other attractions, including the colorful coronation ceremonies for Queen Shenandoah, who reigns over the festival.

Queens receive nation-wide publicity, and over the years have come from several states, and from foreign countries including: England, Belgium, Czechoslovakia, Nicaragua,



and Iceland. They have been crowned by governors, cabinet officers, military leaders, senators, ambassadors and by the vice-president of the United States.

Throughout her "reign" the queen is attended by her royal court of about forty princesses — beauties chosen from schools and colleges in Virginia, West Virginia, Maryland, Pennsylvania, and the District of Columbia. All are costumed in specially designed gowns appropriate to the glamour of the occasion.

Queen Shenandoah usually shares the spotlight with some national

One of the units in the feature parade marching down a Winchester street during the celebration of the Annual Shenandoah Apple Blossom Festival



celebrity who participates as the marshal of the festival's grand feature parade. On the list have been such stellar attractions as Bigg Crosby, Bob Hope and Van Johnson. Lesser lights are in abundance as distinguished guests pour into this charming town that calls itself the oldest American city west of the Blue Ridge Mountains.

The grand feature parade, as well as the firemen's parade, are heroic undertakings for a community of the size of Winchester. Participants come from surrounding states and from as far away as Miami, Florida, to join in one or both parades. The grand feature parade customarily requires over three hours to pass a given point. Dozens upon dozens of marching units, bands, and floats go by reviewing stands in a memorable and magnificent line-up.

On both evenings of the fete there are name-band balls, dances for teenagers, and square dances for those who prefer a rollicking "hoedown." For the kiddies there are rides, concessions, and all manner of interesting exhibits. Everybody enjoys the mammoth fireworks display.

Perhaps the outstanding event of the festival is the huge pageant presented on both days. In this, nearly a thousand costumed actors and dancers take part. The show is staged on the steps and esplanade of Handley High School.

The Shenandoah Apple Blossom Festival started from small beginnings. In a quarter of a century (it was not held in war years) the celebration has grown to be recognized with such outstanding affairs as New Orleans' Mardi Gras, and California's Tournament of Roses.



Queen Shenandoah, attended by her Maids of Honor, ride a float in the feature parade



A scene from the pageant "In the Springtime," the elaborate feature presentation of the two-day Apple Blossom Festival. The pageant is performed each day of the Festival



The Queen, her court, Festival officials and visiting dignitaries on the reviewing stand

(Photos courtesy Virginia Chamber of Commerce)

## Good Drivers Drive Safe Cars

## CHECK YOUR CAR — CHECK ACCIDENTS

Thirty-five thousand people lost their lives in traffic accidents in the United States in 1950, and an additional 1,225,000 persons were injured.

That appalling record was the worst in the country since 1941, and was 11 per cent worse than 1949.

These figures graphically point up a situation about which the country as a whole must concern itself. To arouse the interest of all car owners, and to call to their attention some of the causes for accidents which result in injury and death, May has been designated as Safety Check Month (in some states it will be observed in April.)

Sponsored by the National Safety Council with the cooperation of the automobile and tire industries, and the National Automobile Dealers Association and coordinated through the Inter-Industry Safety Committee, the campaign has a dual slogan:

"Good Drivers Drive Safe Cars," and "Check Your Car—Check Accidents."

Nash dealers—your local dealer and all other Nash dealers—across the country will be cooperating in this nation-wide effort to make motorists safety conscious and to encourage them to have their cars checked during the month.

However, no matter how much effort is put into the campaign by the National Safety Council, automobile dealers and other cooperating groups, the campaign is doomed to failure—UNLESS CAR OWNERS COOPERATE.

Naturally every car owner considers himself a good driver and considers that he drives a safe car. However, an analysis of the 1950 Car Safety Check Program revealed that of all cars checked, fully 15 per cent of them required attention to their brakes, and 1 per cent required correction of rear view mirror for proper visibility.

Those figures may not sound impressive until you stop to consider that they mean this: Fifteen of every one hundred cars on the road had faulty brakes, and one of every 100 cars had faulty vision through rear view mirrors. Then consider that there are more than 40,000,000 (40 million) motor vehicles.

On that basis 6,000,000 (6 million) cars had faulty brakes, and 400,000 (four hundred thousand) cars had faulty vision through rear view mirrors.

Of all the cars checked in the 1950 program, 29½ per cent required service attention in some respect.

The items you are asked, even urged to have checked are brakes, front lights, rear lights, steering apparatus, tires, exhaust system, windshield wipers, glass, rear view mirrors and horn.

Don't wait for your local Nash Dealer to call your attention to the importance of this Safety Check. Call him today for an appointment to have your car checked.

"Check Your Car—Check Accidents." And be sure you are a Good Driver driving a Safe Car.



## NASH OWNER'S

## album



## Served the World Around a Barber Chair

Born in Poland 50 years ago, Joseph Zaroski came to this country with one big thought in mind—to forget the big "I" and the little "you" class distinctions. Son of landed parents who owned a 7200-acre estate, he disdained the Berlin and Russian Universities attended by his brothers.

Nash Motors goes way back in his life, for he at one time worked for Nash in Kenosha, Wisconsin, and numbers many Nash executives, including H. C. Doss, Vice-President in Charge of Sales at Nash, among his friends. Mr. Doss and he have been friends since 1933.

Mr. Zaroski started his barbering career in Chicago in 1916, and has traveled a long upward road to his present place as barber at beautiful Dearborn Inn in Dearborn, Michigan, where he has been for 19 years. His career has brought him from serving the alley bums of Chicago to serving the biggest industrialists in the world. His chair has seen people from every spot of the globe—business tycoons, famous personages, celebrities and royalty.

His work is his hobby and you may find him at his shop as many as 11 hours a day. At times Joe, as he is affectionately known by all, relaxes by hunting small game and fishing. Now, for the first time in 19 years, he promises himself a two-weeks' vacation this year.



In 1947 he purchased his first Nash. His present car is his second Nash, a 1951 Ambassador Tudor.

He bought this Nash particularly to attend the October 29, 1950 wedding of his favorite niece, Jeanette Zaroski to Peter Donald Courtois in Chicago. He likes Nash for its small car economy in the large car size which he prefers.

In his barber shop at the Inn, there are built-in mirror cabinets, designed by Architect Albert Kahn. Business at the shop is by appointment only. At one time, Mr. Zaroski had the beauty shop at the Inn, but the difficulty of retaining well-trained help caused him to sell it in 1950. At present he maintains only one chair in his three-chair shop for the same reason.



The city of Wenatchee lies geographically in the center of the state of Washington, on the door step of the Cascade Playground, and within easy driving range of many of the best recreation areas in the Pacific Northwest

## Cascade Flagground

From its countless lakes and streams to scenic Alpine vistas, the Cascade Playground of North Central Washington has unlimited opportunities for recreation. For the angler, photographer, nimrod, hiker or naturalist, for young and old, the Cascade region is a natural setting for a memorable vacation.

The city of Wenatchee is the main jump-off for travelers to this huge recreation area. Wenatchee is geographically centered in the state at the crossroads of two main U. S. Highways—east-west U. S. 2 (Stevens Pass-Sunset Highway) and the Cariboo Trail (U. S. 97). From this focal point the visitor has excellent roads to the many scenic vacation areas afforded by the Cascade Playground.

To the west the visitor may travel U. S. Highway 2 through the apple orchards surrounding Wenatchee,

Cashmere and other picturesque cities. At Leavenworth, the gateway city to Tumwater Canyon and the Lake Wenatchee recreation area, is the largest fish hatchery in the world. This and other hatcheries in the area help keep the hundreds of streams and lakes of the surrounding territory stocked with scrappy mountain trout.

A trip up Tumwater Canyon will take the visitor to Stevens Pass—the crest of the scenic Cascade Mountains which divide Eastern and Western Washington. At Lake Wenatchee, site of one of the many state parks in the area, convenient camping space is supervised and maintained by the State Park Service, providing ample facilities for vacationing families.

The Lake Wenatchee area is the hub of all travel inside the ranges to the north and east of Stevens



Early in May, each year the 35,000 acres of apple orchards in the Wenatchee-Okanogan valleys break into a gigantic display of sweet-scented, delicately-pink blossoms

Pass. Three main forest service roads lead into the lake area, and where those roads end, forest trails continue to the backbone of the Cascade Range.

From the entrance of the Wenatchee State Park the visitor has his choice of many interesting places to go. Roads from the north side of the lake reach high up into the Lake Wenatchee watershed. At the west end of the lake forest service roads go 36 miles up the Chiwawa River, 12 miles up the White River and 18 miles up the Little Wenatchee before trails take over. About two miles north of the State Park is a small lake which is claimed to be the most appropriately named "Fish Lake" among the dozens found in the West. Many visitors have found Fish Lake the ideal family fishing grounds because no

matter what your age, you can usually catch your limit, mostly in perch with some bass and crappie.

Wenatchee, on U. S. Highway 97

In the immediate area of Lake Wenatchee there are several inns and resorts which offer everything from excellent overnight accommodations to pack trips in the high Cascades. The conveniently located state parks offer the "camping out" visitor only the very best conveniences.

Another popular trip from Wenatchee is a journey up the Columbia River for a holiday among the famous "Fjords of Lake Chelan." Here the visitor finds 55 miles of clear blue lake, extending from the city of Chelan to the innermost reaches of the Cascade hinterland. Along its shoreline modern cottages, lodges, auto courts and resorts offer vacation possibilities unlimited. The lower waters of Lake Chelan are easily reached by auto or bus; the upper lake is available to man only by plane or a journey by boat.

The clear glacial waters of Lake

(continued on page 22)



A western setting, in the heart of the Washington State cattle country, the Methow Valley is the main dude ranch area of the Cascade Playground

### (continued from page 21)

Chelan beckon the visitor to the Cascade playground to spend his holiday in quiet rest and relaxation in one of the many lodges or resorts along its forest-studded shores.

Here the sportsman, the angler, the naturalist, the hiker, finds a land virtually made-to-measure for an unforgettable visit.

A good majority of the many vacationers who enter the state of Washington are ardent dude ranch enthusiasts; and the Cascade Playground has dude ranches aplenty. A few miles north of Lake Chelan is the Methow Valley, the main dude ranch area and one of the best settings for such attractions in the Pacific Northwest. This section of North Central Washington is the most inviting but perhaps the least known by the average vacationist. The Methow Valley is located in

High up in the Cascade Mountains, off U. S. Highway 2 (Stevens Pass Highway), Lake Wenatchee lies like a blue jewel among the peaks

> (Photos courtesy of Wenatchee Chamber of Commerce)

what is called the Okanogan country—stretching north from Lake Chelan to the Canadian border and south and east to the Columbia River.

Within two or three hours' drive from Wenatchee the visitor can reach three distinctly different regions of the Cascade Playground—the Lake Wenatchee-Stevens Pass area, the Methow Valley and the Lake Chelan area. Each of these vacation spots is located next to or in the heart of the Cascade Mountains, providing vacation opportunities unequalled.

Each year, along about the first of May some 35,000 acres of apple trees become one gigantic bouquet of gorgeously hued pink blossoms that bedeck the lowlands and hill-sides of the Wenatchee-Okanogan valleys. It's a sight to thrill the newcomer and one that pleases even those who have spent their lives among the apple orchards.

1—Daniel Webster Birthplace opens, Franklin, N.H.

1—Opening of Trout Fishing Season, State of Vermont

3—Beginning week-end yacht club races, Menominee, Mich.

4-5—Men's and Women's National AAU Gymnastics Championships, sponsored by American Turners, Detroit, Michigan

5-75th Kentucky Derby, Churchill Downs, Louisville,

Kentucky

5-29—24th National High School Art Exhibition, Carnegie Institute, Pittsburgh, Pa.

6—Selection of "Miss Resorter," Miami, Florida 9-12—International Open Volleyball Championship, Springfield College, Mass.

13—Portuguese Fiesta, San Diego,

California

14-17—World's most important Golf event, USGA Open Championship, Oakland Hills Country Club, Detroit, Michigan

15—Calico Days, Yermo, Calif. 18-19—New England Music Festival, Rutland, Vermont

val, Rutland, Vermont 18-19—N.J.C.A.A. Track and Field Meet at Hutchinson, Kansas

19-20—Invitational Small Boat Southern California Regatta, Mission Bay Aquatic Park, California



# HIGHLIGHTS OF DETROIT'S 250th ANNIVERSARY PROGRAM

May 4-5—Men's and Women's National AAU Gymnastics Championships

June 14-17—USGA Open Golf Championships, at Oakland Hills

July 7—Inboard power boat racing on the Detroit River sponsored by the Detroit International Regatta Association

July 10 — The annual National League-American League All-Star game, Briggs Stadium in Detroit

July 13-23—"City of Freedom," a spectacle at U. of D. Stadium

July 24—Birthday Party Officially opens

July 25-29—Men's and Women's National AAU Swimming Championships, Rouge Park Pools

July 27—Detroit Dedication Day— Cornerstone laying City-County Building

August 31—Michigan State Fair opens

Sept. 4-8—American Legion Junior Baseball Finals, Briggs Stadium

Sept. 10-14—Nat'l Softball Championship Playoffs

## **Busy and Varied Career**

Frank E. Sutch, who calls himself semi-retired since he gave up the managership of the Madison Hotel, Atlantic City, New Jersey, in 1948, still is active as a counsellor to the Madison management, and with his multitudinous civic and fraternal affairs.

Mr. Sutch can list civic, fraternal and social organizations with which he is and has been associated to the length of an arm. For instance he is a past-president of the Atlantic City Hotel Association, of the New Jersey Hotel Association, of the Atlantic City Chamber of Commerce; he is a past master of the Member Free and Accepted Masons, and is a director, trustee, member or honorary member of some eighteen other committees, clubs and organizations.

More than 30 years ago he was

active in recreation and youth work in Philadelphia where he once taught grade school. His work in Philadelphia was interrupted during World War I when he became a member of the Ordnance Corps, United States Army. His hobbies were always so closely associated with his work that they scarcely ever were distinguishable as hobbies.

However, his overall rounded experience qualified him for hotel work, in which he spent 21 extremely active years prior to 1948. He continues active in the Masonic Order, the American Legion, and like organizations, and is pleased that he now has more time than ever for travel. He has, he says, traveled from Honolulu to Switzerland, and from Newfoundland to Rio de Janiero.

Last November 10 he purchased his fifth Nash, a 1951 Ambassador Custom.



FAVORITE EATING
PLACES

# Lowell Inn

Stillwater, Minnesota



In 1930 the newly married Arthur V. Palmers decided to leave show business, which was feeling the slump of the depression and of the trend to talking pictures, and to get into the hotel business. They have been doing famously well ever since.

Arthur V. Palmer, an accomplished pianist, traveled with various shows as musical director and met Nell Obrecht, a leading lady, who with her sisters had been performing as the Obrecht Dramatic Stock Company. Love conquered them, and after their marriage, they agreed that the depression was too much for actors. "One day we were actors," quotes Mr. Palmer, "and the next, we were in the hotel business!"

The hotel now run by Mr. and Mrs. Arthur Palmer, their son Arthur, Jr., and his pretty wife, is the Lowell Inn. It contains 50 rooms.

Sometimes called "The Mount Vernon of the West," Lowell Inn gets its name from Elmore Lowell, the man who donated the site for the first hotel. There is a large park in the city named for him, too.

The hotel is built on the site of the Old Sawyer House, built in 1857, which was "The Grand Palace" in the old lumbering days. The guest ledger has the names of important people from all over the world, from movie stars to ambassadors.

From the very first, Mrs. Palmer began to create a colonial atmosphere in the hotel's rooms. Her English China and silver, the product of continual collection—some of it dating back to the year 1700—grace many of the rooms. And today, each table has different place settings which are a constant source of pleasure to the patrons.

While Nell continually beautified the rooms, Art dug into the kitchens. Being a perfectionist, he would spend hours upon hours cooking things one way, then another, making notes, and then trying over again to make them better. It has paid off well, for now gourmets throughout the world go out of their way to partake of his famous foods, and many come to admire the antiques and colonial reproductions, as well as the imported wall murals.

Their first \$500 profit went into buying new fancy China and glassware, but this was the turning point in the business.

After their first trip East, they came back with a whole lot of ideas. The Garden Room was then built, using outside red brick for the inside, and metal garden furniture. This innovation, plus hard work in the kitchens, brought about a 400% increase in business.





Both Helpful Harriet and Handy Harry welcome contributions from readers. Send yours to NASH AIRFLYTE MAGAZINE, 431 Howard Street, Detroit, Michigan. All contributions become the property of NASH AIRFLYTE, and none will be returned. If your helpful hint or timesaver is selected for publication, you will receive \$5.00.

To remove dog or cat hairs from upholstery wipe with a dampened sponge lightly over the surface.

—Mrs. Valerie Corliss, Newfield, N.Y.

Pour the oil drained from the crankcase into a box filled with sand. This makes a good place to stack garden tools and keeps them from rusting. —Claude O'Donnell, Jr., Kenosha, Wisc.

If fat should accidentally catch on fire when splashing from the frying pan throw a handful of salt on it to extinguish the blaze. Never put water on such a fire.

-Mrs. Ann Di Paola, Ozone Park, N.Y.

To avoid mashed fingers when driving tacks, stick the tacks through a piece of cardboard and hold the cardboard in position.

-Mrs. Ruth De Pree, Grand Rapids, Mich. Paint car tools with luminous paint so you can find them easily when fixing a tire in the dark.

> —Tom Hamilton, Los Angeles, Calif.

For a neat, well fitting ironboard, dip the cover in thin cold starch after washing and put it on the board while damp.

-Mrs. L. J. Vogel, Dubuque, Iowa

Before placing a cake on the plate, sprinkle the plate with powdered sugar and the cake will not stick.

-Mrs. Doris News, Chester, Pa.

When taking the baby out in the car wrap a piece of plastic or a plastic tablecloth around the blanket to keep the blanket lint from rubbing off on your clothing.

—Mrs. Wendell Fransen, Chester Depot, Vt. Apply a coat of colorless nail polish to silver or plated hollow ware to prevent tarnish. This may also be used on costume jewelry.

-Mrs. Harold Halverson, Austin, Minnesota

A solid bed table for a convalescent child or adult is easily set up by unfolding two legs of a card table and slipping the table with the other two legs still folded, over the bed.

-Mrs. George Fauss, Granite Falls, Minn.

To avoid measuring the water each time coffee is made mark the coffee maker with red nail polish on two, four, six and eight cup lines.

-Mrs. Earl Bixby, Portland, Oregon To make candles fit securely in candle holders, set them in a piece of modeling clay.

> Mrs. H. D. Icenogle, Galesburg, Illinois

Save the best parts of old plastic table covers and cut them into covers for school books. Cellulose tape will hold the covers in place and the books will be protected in bad weather.

> -Ruth Karon, Duluth, Minn.

Fresh peas may be cooked without shelling. Wash them well and boil in the pods. The pods will burst open when done and the peas will go to the bottom of the pan.

-Mrs. Alfred Korby, Duluth, Minn.

### **NEW NASH OPTOSHADE**

There is no need to suffer the discomfort of eye-strain from squinting into the sun's rays or the glare of approaching headlights at night—the New Nash Optoshade screens out the annoying glare. The Optoshade is an optically-corrected light filter of special plexiglass in a soft, eye-resting color. It fits permanently against the upper surface of the sweeping one-piece windshield on your Nash Airflyte. Your local Nash dealer will be pleased to install one on your car.





# Got a Laugh?

Share it with Nash Airflyte readers and be richer by five dollars. Nash Airflyte pays five dollars for each Smile Along the Road contributed by a reader, and selected for publication. All contributions become the property of Nash Airflyte and none will be returned. Let us hear from you. Send your contribution along to Nash Airflyte Magazine, 431 Howard Street, Detroit 31, Mich.

### MORE SHAVE SIGNS

Here are some Burma Shave signs we spotted along the road on a trip to Kansas:

His beard was long, and strong and tough,

He lost his chicken in the rough.

"One Burma shave," the schoolboy cried.

"At least I'll smell as if I tried."

Pull off the road to change a flat; Protect your life—no spare for that. —Lauries Jeane King, Torrance, Calif.

### FIRST THINGS FIRST

The Salida Daily Mail-Record (Salida, Colorado) included this paragraph in its columns a few years ago:

The Guild Girls are collecting clothing for the students at the Mt. Princeton Commonweal School. Anyone having anything they wish to donate, preferably boys, please leave name and address at the Daily Mail-Record office.

—Arthur E. Smith, Salida, Colorado



### OR WORDS TO THAT EFFECT

A sign on a wood and kindling peddler's cart in Lewiston, Montana, reads like this:

—Mrs. Fred Pritchett,



Rossfork, Montana

### NO CEILING

This sign was seen in Berlin, New York:

To Let For a Song

-Dr. Alice A. Brown, Troy, New York

### SAFE PLACE

A sign over a cuspidor in a Kentucky hotel reads:

"In case of an atomic bomb attack, jump in here. No one has hit it yet."

—Allen Blume, Des Plaines, Illinois

### SUNDAY-DRIVERS'SHAKESPEARE

Peering in maps for ports and piers and roads.

The Merchant of Venice, Act 1, Scene 1

If you go on thus, you will kill yourself.

Much Ado About Nothing, Act 5, Scene 1



Stir not until the signal.

Julius Caesar, Act 5, Scene 1

Why, what a monstrous fellow thou art, thus to rail on me that is neither known to thee nor knows thee!

King Lear, Act 2, Scene 2

Well, officer, arrest him.

The Comedy of Errors,

Act 4, Scene 1

—Frances Rodman,

Ridgewood, N. J.

### VENTSHADES AND SUN VISOR

Nash Ventshades fit snugly over the top of car windows and serve the double purpose of reducing the hazards of sun glare and permitting windows to be partially opened in the rain. With smart chrome trim the new Nash Sun Visor complements Airflyte styling. Finished in matching body colors, the Nash Visor is the complete answer to prevention of sun glare.



enjog

Real downright pleasure of motoring results basically from two things: The smoothness of the ride and the ease with which a car handles. Nash Airflytes have both essentials of driving pleasure engineered into them when they leave the factory, and built in such a way that they last for a car's life if proper care is taken to maintain them.

Now we'd like to talk about the ease of operation which is possible when an owner properly maintains the steering mechanism of his Nash, and observes the necessity of keeping his wheels in proper alignment.

When wheels get out of alignment, tires wear, steering becomes difficult and driving becomes less safe. So, for tire economy, driving ease and pleasure and peace of mind, the services discussed in the poster on the opposite page constitute excellent advice to car owners.

The poster also reminds you, "You Can't Beat Nash Service," and that is an obvious truth since Nash Service at your local Nash Dealer's Service Department is always according to factory specifications by mechanics trained in Nash factory methods.



# CORRECT WHEEL ALIGNMENT Saves Tire Wear!

Hash

EXPERT STEERING AND WHEEL ALIGNMENT SERVICE



REDUCES TIRE WEAR

MAKES STEERING EASIER

ASSURES SAFER DRIVING



YOU CAN'T BEAT
MASH SERVICE



U. S. POSTAGE
PAID
DETROIT, MIGH.
Permit No. 5548

Howard E Kilborn 906 Bauman Ave Austin Minn

GOOD DRIVERS DRIVE SAFE CARS

May in most states, April in some, has been designated as Safety Check Month. In a National effort to reduce the causes of traffic accidents, motorists are asked to have their cars safety-checked. We are co-operating in the movement and earnestly hope we will have the opportunity of checking your car.

# ENSTAD NASH, INC.

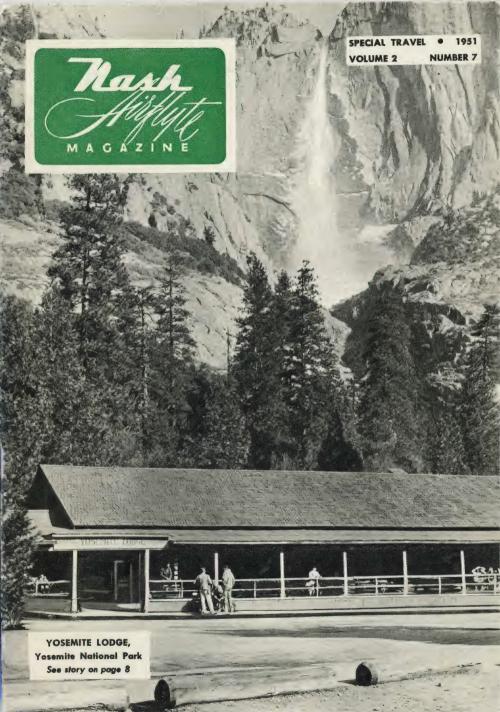
1327 Oakland Ave., W.

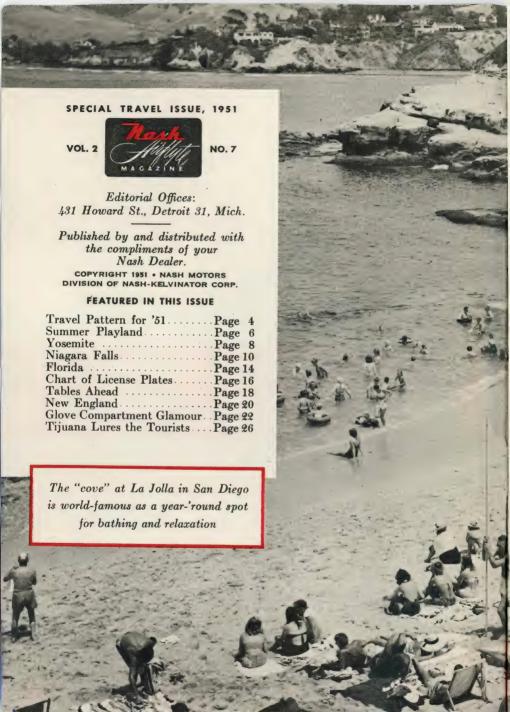
Austin, Minn.

Phone 9639

More For Your Cash at Enstad Nash

14-5









Americans have a flight pattern. You can tell where they are going and where they will alight.

This summer, roughly, 63 per cent of citified Americans will take off on fishing trips, to tan on the beaches or to become highway gypsies.

The same survey disclosed that nearly 40 per cent of these vacationers will enjoy the beauties of their native states. Other important facts are that 75 per cent of vacationing Americans travel by automobile . . . taking the family along . . . and the highest number prefer to settle down for their holiday at summer cottages.

There have been other surveys of touring America but the new one, made by the Detroit Free Press, is one of the few that went to the people, discovered how they spent

past vacations and what they planned to do in 1951.

It revealed that while most folks take summer vacations, a growing number—20 per cent—like fall, the season when nature is painting the world up gorgeously and there are less crowds at the resorts. And there are as many (8 per cent) who take springtime vacations as take them in winter and go to Florida. (It is elderly, retired people who make up a goodly part of Florida's winter clientele.)

How Americans love their home state! Four out of every 10 go to the lakes and towns of their own state . . . many because of family ties.

But we are a great people for going everywhere. Five out of every 10 vacationers are outward bound to visit every other state in the union . . . not to mention those going to Cuba, Canada, the Virgin Islands, Hawaii, Alaska and .2 per cent who plan to go to Europe. It is worth noting that 9 per cent take off their shoes and stay home—catching up with chores, weeding the garden and taking in the local sights they never got around to.

It is easy to find our favorite vacation spots once we leave the boundaries of home—Niagara Falls and New York, California, the famous national parks like Yosemite, beginning places of our ancestry like the New England States, the northern playground states that fringe the Great Lakes and the wilds of Canada boasting of thousands of unfished lakes.

Most people will settle down at cottages on lakes—for fishing is America's leading sport. But 30 per cent will seek out resort hotels where there are golf courses, riding, organized social programs and where, best of all, mama for a few weeks can escape cooking and the other household chores.

But the most significant fact is one that gives the lie to that frequent comment that Americans have stopped being a family people. The highest point of agreement among vacationing Americans—75 per cent—was on the fact that they were starting out in the family car (pa, ma and all the kids) to spend the happy holiday together.

Of all vacationists in the U.S. this year, 75 per cent will travel by car, and roadside eating spots such as this one will contribute considerably to their comfort and enjoyment. For additional information on wayside stands see Tables Ahead on page 18. (Photo by Virginia Department of Highways)





Lake of the Clouds, in Porcupine Mountain State Park, Michigan's Upper Peninsula. The Park is the largest state park in the country

## SUMMERTIME PLAYLAND

By Don E. Hall

MINNESOTA WISCONSIN UPPER MICHIGAN



Wisconsin offers well-stocked streams for the trout fisherman

Residential area of Minneapolis from the air. Known as the City of Lakes, Minneapolis has 22 lakes and lakelets within its city limits



ORE AND MORE tourists are annually planning itineraries through Michigan's upper Peninsula, Wisconsin and Minnesota. For here they find a region serviced by modern highways but nevertheless virtually untouched by the ravages of civilization.

Upper Michigan, sometimes known as "Hiawatha Land," is the nearest wilderness area to Chicago and Detroit. The "Pictured Rocks" here. extending for 27 miles along the Lake Superior shore, are especially noteworthy. Then there are the "Porcupine Mountains" which are magnificent . . . masculine, but yet have all the finesse and beauty of the feminine. Other spots include the Soo Locks at Sault Ste. Marie (the greatest locks in the world): the "Lake of the Clouds"; iron and copper mines; the wild Hiawatha National Forest; the timber country and Tahquamenon - the mills: "Golden River"; and "Kitch-iti-kipi." the springs which are one of the Peninsula's seven wonders.

Up around Hayward, Wisconsin, one finds the world's finest muskie

lakes where nearly 70-pound muskies are landed annually. But the "Dells" of the Wisconsin River with their curious rock formations, located near the town of Wisconsin Dells, is that state's most outstanding feature.

More of the state's geological wonders can be found at "Interstate Park" on the banks of the St. Croix River near St. Croix Falls. Here one sees a remarkable stone profile of a man, a snake's head. and interesting "Kettle Holes" . . . all carved by Nature from lava and trap-rock. A final quick glance around the "Dairy State" reveals such attractions as "Copper Falls"; "Devil's Lake"; the "Wonder Spot" (a curious house near Wisconsin Dells); "Little Norway" (outdoor Norwegian Museum); "Eagle Cave," a fantastic fairyland near Muscoda; and "Shawano Lake" with its Menominee Indian Reservation.

In Minnesota . . the Land of Sky Blue Waters . . . the state's 11,222 lakes are most popular among visitors. Mille Lacs and Lake of the Woods are predominant among them. Up at Lake Itasca the tourist is amazed to find that he can step over the headwaters of the mighty Mississippi, while in Bemidji he sees a heroic monument of Paul Bunyan, America's best known mythical character.

A few miles from Little Falls the boyhood home of Charles Lindbergh takes the spotlight; Minneapolis, of course, is famous for its annual Aquatennial; and the little town of Harmony down on the Iowa line has its "Niagara Cave." Then we can't forget the wild "Gunflint Trail" (frontier-like mecca of sports-

men); the well-known "Arrowhead Country"; the huge open pit iron mines; and the "Superior National Forest" which comprises America's last huge wilderness area. And before you leave be sure to take a drive along the North Shore of Lake Superior . . . there's no other road quite like it.

So why not guide your Airflyte here this year? You'll find that whatever your vacation desires, the "North-Central-Three"—Minnesota, Wisconsin and Upper Michigan—can provide them!



Miner's Castle is a major attraction in the Pictured Rocks area of Mich.

Statue of the mythical Paul Bunyan and his Blue Ox standing on the shores of Lake Bemidji, Minn.





Yosemite Falls, in Yosemite National Park, California, has one sheer drop of 1430 feet, approximately nine times the height of Niagara Falls. A lesser drop of 320 feet would make two Niagaras

In the spring Azaleas bloom and in the autumn the trees put on a color show, to keep Yosemite draped in beauty the year 'round





Half Dome, another geological wonder, rises almost a straight mile above the valley floor of Yosemite

# Yosemite Yosemite

OSEMITE NATIONAL PARK, California's magnificent pleasureland just 200 miles due east of San Francisco, defies description. It is like trying to tell of the charms and intangible personality of a beautiful mysterious woman who eludes positive analysis.

No matter how often you visit this hauntingly lovely country, which was set aside in 1890 as a National Park, you have the same feeling of unbelievable awe. You want to pinch yourself, to see if what you think you see, is true.

And then you begin breaking out in "Huzzah's!" How wonderful to be able to visit such a great country! How satisfying to know that these immense trees, and breathtaking waterfall, and forests of fir and pine, belong to you! For as a part of the National Park System, Yosemite is owned by the people of the United States, and administered for us by the National Park Service of the Department of the Interior.

As such, we take great pride in its hundreds of square miles of matchless scenery. To the north, east, and south of Yosemite Valley extends a country of granite peaks, dotted with mountain meadows and snow-bordered lakes. Living glaciers decorate the shadows of high peaks.

There are hundreds of miles of trails with happy endings. There is fishing in cold mountain streams.

# TREES and WATERFALLS

For those who like to hit the back wilderness country, there is a chain of High Sierra camps, located at strategic spots. Using each camp as a base, hikers may spend many days exploring trails into the wilderness.

Horseback riding is a thrilling adventure where solitude refreshes tired minds and bodies. Saddle and pack-stock, including burros and equipment, may be rented.

If you like to swim, you may. If you're a tennis or golf fan, there are courts and links to suit the most fastidious.

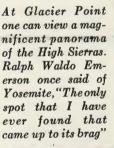
The All-Year Highway at Yosemite is never closed. The Valley, sheltered as it is by high granite walls, enjoys a mild winter climate. On the northern side, you may motor

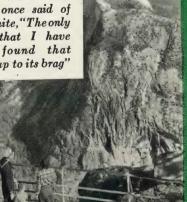
and hike in comfort on winter days. While on the southern side, screened from the sun by towering cliffs, you can ski or ice-skate.

Yosemite is the land of John Muir. Although the great naturalist has moved on to a higher mythical Sierra, his spirit enhances Yosemite. It was he who said of this incomparable region, "... it is a revelation in landscape affairs, that enriches one's life forever." Yosemite beggars description. One must go, and breathe, and absorb its wonders, returning to the hinterlands, happier and better for his experience.

(National Park Service Photos)

At the Mariposa Grovewithits Giant Sequoias, there is a peaceful feeling of age. One tree, Grizzly Giant, is estimated to be 3800 years old





# Magara Falls thrills By Vera and Henry Bradshaw



IAGARA FALLS, famous the world-over for its scenic beauty, has the uncanny trait of awakening adventuresome and daring instincts within the breasts of her spectators. To satisfy those who don't wish to risk their necks going over the Falls in a barrel. or crossing a highwire over Niagara's Great Gorge in some sort of a death-defying feat, there are many worthwhile trips which provide good horses' mouth views and unforgettable thrills. What's more, they're safe! For instance, take the Cave of the Wind trip. This is a conducted tour down to the base of the American Falls. It starts at Goat Island, U.S.A., where street clothes are exchanged for flannels and slickers before boarding the elevator for a 174-foot drop underground. There, a scaffolding shoots up and around big boulders and cuts through to a barrier of water, tumbling down at the rate of 58,000 barrels a second! This vast power of Niagara hits its visitors like a fiercedriving rain storm, backed by a stiff wind, and forces them to retreat or hold on

The same kind of power is felt and witnessed, in a different way, if the Table Rock Scenic Tunnel trip is taken at the Horseshoe, or Canadian Falls, on the Canadian side. A hundred-and-fifty-feet underground, huge, subterranean tunnels, with lookout portals, open behind the Falls at various levels beneath the cataract. At one lookout, the visitor can actually watch the water breaking below him.

Another spectacular way to view the Falls is on the tiny steamer, Maid of the Mist. Through the years, it has remained one of Niagara's most popular trips. With black smoke fuming, it bravely bounces its passengers up to the very feet of Horseshoe Falls, but keeps its distance past the American. It has a good reason. The velocity of Horseshoe Falls has cut a chasm in the river as high as the Falls itself—169 feet—making it navigable; but the American Falls plunges to an impregnable rocky bed, unsafe for navigation.

Different from all others, is the unique ride across the Great Gorge in the Spanish Aero basket, the only one of its kind in the world. It travels about ten miles an hour over the 125-feet of cable spanning the deep and terrifying abyss in which lies the Whirlpool basin of the Niagara river. Dangling out

Spanish Aero Basket is a queer contraption especially designed to carry the venturesome out over the Whirlpool Basin of the Niagara River, offering them a breath-taking view

(continued on next page)





Cave of the Winds trip is made by slicker-clad visitors, who make their way up the scaffolding to a point near the basin of the American Falls

there in space, the passenger can view the scenery from the same height as the most daring highwire walker.

A change of pace is to make a visit to Whirlpool Rapids. Conveniently, an elevator supplies transportation down the 150-foot precipitous cliff. This is the best opportunity to experience the Niagara river's tremendous power. Visitors may walk out on the trestle, paralleling the rapids, and watch the dashing, raging maelstrom as long as they like.

There are less sensational trips at Niagara, of course. Well-kept footpaths, drives and scenic outposts



Bordering the Falls are well-kept parks, through which tourists may ride in surreys with fringe on top. Roads are designed to offer fine views of the Falls

galore, border the Falls. At night, when they are illuminated in a myriad of flashing colors, it seems like Fairyland. A ride in a surrey-with-the-fringe-on-top is fun any time.

But, the spectator whose adventuresome and daring thirsts need quenching, should go down, up, under and over this wonder of wonders — Niagara Falls and its Great Gorge — and experience first-hand its magnitude and power.

(Photos by the authors)

The "Maid of the Mist" shows its respect for the American Falls by keeping at a safe distance. Ship is named for an Indian maid, said to have plunged over the Falls in her canoe. Background skyline is Niagara Falls, N. Y.





Rear axle lubrication	·	
Cooling system—water treatment		

Rear axle lubrication	·	
Cooling system—water treatment		

Rear axle lubrication	·	
Cooling system—water treatment		
Tire repairs		
Battery recharged		
Spark plugs cleaned and adjusted	 -	
Oil filter cartridge replaced		

Spark plugs cleaned and adjusted			
Oil filter cartridge replaced		·	
Wheel bearings repacked			
Air cleaner serviced			
Wash			
Polish			

On micr carriage replaced			
Wheel bearings repacked			
Air cleaner serviced			
Wash			
Polish			
Brakes serviced			
Engine tuned			
Shock absorbers serviced		-	
Lights checked			
Wipers checked			
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			

s serviced		-	



St. Petersburg sand and sun, or shade, are just as attractive in summer as in winter for a person inclined to sit and relax

Prefyrony in the resort business is talking about Florida. It is the hottest news in the tourist world today.

For Florida not only is a winter resort—it has become a summer resort!

This summer more than two-thirds of Florida's hotels will remain open. There will be fishing tournaments, bathing beauty and shuffleboard contests (depending on your figure or age), everything provided winters to make it a fabulous playground.

What's more, Florida will spend more money than ever this summer to encourage the business that is giving it a year-'round, double advantage as a vacationland.

Why should the southern-most state . . . where you'd figure scorching weather against it . . . be chal-

lenging the northern-most states for summer business?

Well, there are a lot of good reasons and Florida is happy to thump them up.

This peninsula jutted out in the ocean has the Gulf Stream to give it some of the greatest fishing waters in the world. But its got something more . . . the trade winds.

And they blow in cool in the summer time. And that's why the tireless Florida tourist bureau is happy to run ads in the northern papers. Little ads to call the attention of Northerners, bogged down in a heat wave in the high 90's, that Florida's got a comfortable 78 degrees. And, of course, all its hotels are air-conditioned.

There's even a bigger appeal for the bulk of Americans who can't



St. Augustine's historical sights are available year 'round. Pictured is the oldest house in the U.S. It has stood under four flags

afford expensive, winter vacations. About March 15 the 370 hotels in Miami Beach . . . and hotels all over Florida . . . began trimming their rates. So, roughly, from May through October you can go to Florida and for \$8 a day get a suite that would cost you \$35 a day in the winter-time.

Florida counts another blessing ... that constant sunshine a certain rival state always brags about. Many a tourist worries about the uncertainty of the weather during his two weeks' vacation—rain and winds to keep him from his favorite sport of fishing or getting his tan. And Florida's constant sunshine has been so well ballyhooed—all those pictures of the beautiful bathing girls on the beautiful beaches—that those who make a cult of the sun are sure Florida won't disappoint them.

Nor can you overlook that Florida

At Daytona there are a variety of vehicles designed for riding the sands—from the amphibious duck to a simple bicycle





This towering cypress is near Longwood, about ten miles from Orlando. It is reputed to be the largest and tallest cypress tree in the world

has nationally famous parks and splashy scenery—just as pretty summers as winters. And that everybody likes to be "fashionable" by talking about a Florida vacation—and you don't have to say "when" you were there.

Last year Florida did the biggest summer business in its history. And the travel bureau men in the north say that this year it will be even bigger. They know, for 80 per cent of all visitors to Florida go by car, and the automobile club men are running out of Florida "literature" and are marking up travel maps for people who won't go there until July or August. Why, even in such famous northern vacationlands as Michigan, four per cent of the auto club members are planning summer vacations in far-off Florida.

Florida has become the hottest tourist news by staying cool . . . and collecting on it.

# How Many Different Lice

KEEP SCO ALABAMA IDAHO MICHIGAN RLACK WHITE WHITE 3C 1-612 HK-12-6 ON ON ON YELLOW MAROON BLACK Speed: Reasonable and Proper Speed: Reasonable and Proper Speed: Reasonable and Proper **ARIZONA** ILLINOIS MINNESOTA A # 12. 51 BLACK ILLINOIS 1951 MAROON BLACK ON 56 888 ON ON WHITE ALUMINUM ALUMINUM Speed: Day 60-Night 50 Speed: Reasonable and Proper Speed: Day 60-Night 50 ARKANSAS INDIANA MISSISSIPPI **GREEN** BLACK YELLOW ON ON ON 23 523 WHITE WHITE BLACK Speed: Maximum 55 MPH Speed: Reasonable and Proper Speed: Maximum 60 MPH CALIFORNIA IOWA MISSOURI 10WA-1951 YELLOW BLACK USSOUAL SI WHITE 19 CZ 66 ON 30-600 ON ON 60U BLACK WHITE RED Speed: Reasonable - 55 MPH Speed: Reasonable and Proper Speed: Reasonable and Proper COLORADO KANSAS MONTANA WHITE WHITE YELLOW ON ON ON GREEN BLUE BLUE Speed: Maximum 60 MPH Speed: Reasonable and Proper Speed: Maximum 50 MPH CONNECTICUT KENTUCKY **NEBRASKA** KENTUCKY-'5 BLACK ON BLACK WHITE 19 NEBRASKA SI READED ON ON SI CT ALUMINUM ALUMINUM BLACK Speed: 45 MPH—Others posted Speed: Day 60-Night 50 Speed: Day 60-Night 50 DELAWARE LOUISIANA **NEVADA** WHITE YELLOW BLUE ON ON ON BLACK GREEN SILVER Speed: Maximum 55 MPH Speed: Maximum 60 MPH Speed: Reasonable and Proper DISTRICT OF COLUMBIA **NEW HAMPSHIRE** MAINE MAINE ET BLACK BLACK **GREEN** 2-3000 209 ON ON ON 19 D. C. 51 ALUMINUM Speed: Max. 25 MPH—As posted Speed: Maximum 45 MPH Speed: Maximum 50 MPH FLORIDA MARYLAND **NEW JERSEY** GREEN WHITE STRAW ON ON ON YELLOW BLACK BLACK Speed: Day 60-Night 50 Speed: Max. 50-Dual lane 55 Speed: Maximum 40 MPH GEORGIA MASSACHUSETTS **NEW MEXICO** GREEN WHITE THE LAND OF ER RILLE

ON

MAROON

Speed: Maximum 40 MPH

ON

Speed: Maximum 55 MPH

MUNIMU

3♦380

Speed: No limit except posted

ON

nse	Plates	Will	You	See?	
ORE	HERE				
	NEW YORK	TEN	NESSEE	BRIT	ISH COLUMBIA

BLACK

ON

ORANGE

RED

ON

WHITE

WHITE

ON

BLACK

Speed: Maximum 50 MPH

Speed: Maximum 55 MPH

**NORTH DAKOTA** 

NORTH DAKOTA 1

32:042

Speed: Maximum 50 MPH

NORTH CAROLINA

**TEXAS** 

Speed: Day 60-Night 55

UTAH

Speed: Day 60-Night 50

Speed: Reasonable and Proper

WHITE

ON

ORANGE

BLACK

ON

GOLD

WHITE

ON

GREEN

DEEP

YELLOW

ON BLAC

BLACK

ON

WHITE

ON

GREEN

ALUMINU

41-208

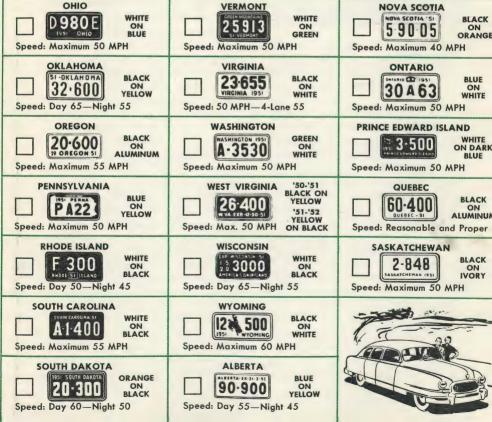
Speed: Maximum 50 MPH

MANITOBA

Speed: Careful and Prudent

**NEW BRUNSWICK** 

Speed: Maximum 50 MPH





# **Tables Ahead**

By Dorothy Cleaveland Salisbury

NE AFTERNOON last summer. when clouds on the mountains drove my husband and me off the Skyline Drive, our plans to cook dinner at Big Meadows camp-site went out the exhaust-pipe. But a few miles off the mountain, we came upon a roadside table with a circle of blackened stones. "For your comfort, convenience and pleasure," read the Virginia Department of Highways sign. Lon quickly had a fire going, while I set the table and cut up the potatoes. Soon the aroma of broiling steak and potatoes frying filled the air.

For the past twenty years, state highway departments across the nation from Massachusetts to Oregon and from Minnesota to Louisiana Oregon provides parking space and picnic tables at scenic spots, located as the one here at the curve in the retaining wall above the sea (Oregon State Highway Commission photo)

have been quietly at work supplying these attractive and comfortable cases along the open road.

"Roadside parks were first started," explains an Ohio highway official, "to get the traveling public off the highway when they wanted to rest, stretch, or repair a tire or motor trouble." For a tired and exasperated driver is apt to be an unsafe driver. Some highway officials estimate that these installations have cut down highway accidents by one-third.

From an occasional table at the edge of the right-of-way, the movement has grown till now there are upwards of 10 thousand pienic tables strung along the highways of the country like swallows on a wire. Besides these, there are some two-thousand wayside parks ranging in size from a quarter-acre to several acres. Today the states without a "wayside" program can be counted on your fingers.

Some friends are old hands at carrying a lunch with them instead of hunting an eating place en route. On their trip to Mexico last summer they followed down the "wayside belt" from Ohio through Texas, finding wayside parks and roadside tables at frequent intervals along their route. Surprisingly the plains of Texas furnished one of the highlights of their trip—a meal they cooked over a fragrant mesquite fire and ate at a stone table under a "ramada" or rustic arbor.

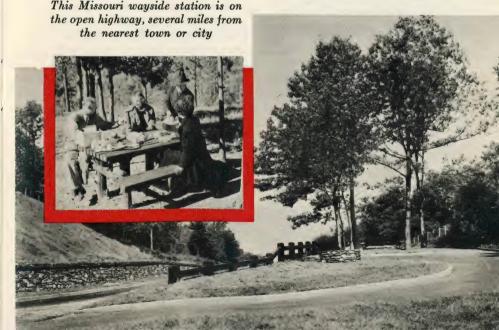
A single Connecticut "wayside" has recorded cars with nearly forty different license plates. In one season well over seven million visitors signed the register sheets of Ohio's three hundred parks, besides the uncounted users of the single tables.

A woman who traveled with her husband and three small children, told me, "We used to have a terrific time to get lunch with the youngsters. To stop at a hotel or restaurant when we could find one at the right time, meant hours cut from our driving time and a struggle to get the children presentable and keep them quiet. The solution has been to picnic as we go. These roadside picnic spots have been the delight of the trip for us."

Now that they have established these comforts for the touring motorists, the highway departments are anxious to have people learn of the opportunities offered. Besides the signs along the roads, some states furnish lists of their roadside installations. Several state road maps have a special symbol to designate roadside parks and even tables. "It makes it so easy," said a couple, who make frequent long trips, "for we know before we start in the morning where we can find a stopping place for lunch. On familiar routes we count our distances from table to table."

Next time you set out on a motor trip, take along a well-filled lunch basket and accept the hospitality of the highway department offered by the welcoming sign, "Tables Ahead."

Perhaps the first roadside rest and picnic location was provided in Massachusetts. This is typical of that State's wayside stations





This covered bridge near Norwich lends quaintness to Vermont's landscape



Mount Mansfield, Vermont, as seen from the Pleasant Valley Road, is a representative view of the state's rustic beauty

## **NEW ENGLAND...IT'S "BACK HOME" TO MILLIONS**

By Leavitt F. Morris

Massachusetts, Vermont, Rhode Island, and Connecticut—is expecting lots of company this summer.

Yup, some 7,000,000 folks, more or less, will begin vacationing in New England come June. And not until the last flaming maple leaf spirals earthward in October will many of these people return to their homes.

New Englanders are used to playing host to thousands of tourists annually. Therefore, the fact "company's coming" means only "setting" an extra plate or two and making up a few beds,

Actually, most New Englanders don't look upon the majority of these visitors as "company" or tourists. They are just part of the family and immediately are taken in as such. After all most out-of-staters still have family ties in New England and returning to the region is like returning home.

New England's homey atmosphere and its compactness as one of the nation's scenic gems make it rank high as a vacation area. The lack of formality and genuine friendliness of the people so readily apparent throughout all the six states instill in the visitor a deep warmth which remains long after he has returned home.

As often has been said New England is the United States in miniature. There are caves and caverns in New Hampshire, a desert and a national park in Maine, rivers and streams, lakes of every size imaginable, history galore, and well equipped resorts.

New England, in addition, is such a concentrated area, that the traveler can find scenic pleasantries at almost every turn with sweeping sea-capes one moment and mountain panoramas the next.

Boston, Massachusett's capital, is a good hub from which to move into any number of New England's scenic and historical regions.

Plymouth, where the Pilgrims first set up housekeeping, is only two hours away by motor car. This old town has many houses still standing in which the Pilgrim fathers lived. Plymouth Rock is a "must" as is the old burying ground.

A short distance away is famous Cape Cod and in an additional two hours the motorist can be at Provincetown at the very tip of the Cape. Once the Cape Cod Canal is crossed at Bourne—about 30 miles from Plymouth—the Cape begins. But look out for that Cape Cod sand.

For, once it gets in your shoes it acts like a huge magnet dangled over a thumb tack. It keeps drawing one back. That's what it did to Thoreau who said the only reason he saw so much of the Cape on his walking tour as he did was because he had to stop and empty the sand out of his shoes.

If rugged mountains appeal then those of New Hampshire are literally criss-crossed with hiking trails and for the less ambitious the Mt. Washington Cog Railroad will take you to the mile-high summit for around \$4. The Aerial Tramway on Cannon Mountain in Franconia Notch whisks visitors to this stunted peak for about \$1. Other New Hampshire attractions include scenic Crawford Notch, Lost River near Woodstock, and the Flume in Franconia Notch. There are lakes just for the looking.

Vermont and Maine, the opposite extremities of the six state region, have their own individuality. Maine has the rugged coast line, wilderness lakes, and Acadia National Park while Vermont presents a quiet beauty and unique way of life which lures thousands within its boundaries annually.

Connecticut and Rhode Island, while lesser known, offer pastoral scenes in surroundings which make for the most satisfying and restful holidays.

Accommodations in New England are simple but adequate. It is going to cost a little more this year than last at most resorts but the upward trend is universal.



Yachting on Spofford Lake, New Hampshire



Massachusetts offers countless attractions to tourists—one that is particularly popular with artists is this scene of the Rockport fishing shacks. The area caters to thousands of tourists annually

Naturally there is fishing in New England—all kinds. This shows the sport being pursued in the Kennebago River in Maine





To combat motor dirt and road grime only a few cosmetic aids are important. First among these, is a jar of cleansing-lotion impregnated pads which will daub away dust and cool you off in a matter of seconds. The same gadgets (it will probably take a couple) will do a nice cleansing job on your hands, the one part of a tourist's anatomy that gathers grime the way a stand-still stone picks up moss.

A positive companion to the cleansing pad, and a "must" to all attractive gal travelers is a good powder base. Not only does it hitch powder and rouge down where they belong, but it also acts as a buffer against open-window dirt, and actually cuts its chances of penetrating through to your pores to a minimum. A lotion type of base is an excellent summer choice.

The length and type of your trip as well as the prevailing weather conditions will control the amount of fresh make-ups. But you don't have to be reminded that layering a noontime "do" atop breakfast time makeup is a very bad idea. (A fact that still holds true even when you're not on the road.) Fresh makeup . . . from scratch . . . is in order at least three times during

Windles up an automobile trip in the same state of glamour in which you slipped behind the wheel in your own driveway takes doing. But, if you assemble the right cosmetic props beforehand, tuck them into that convenient catch-all, the glove compartment, you'll be set to cover the mileage in comfort and with good looks.

What's more, you'll arrive at your destination with that crisp, tissue-paper bandbox freshness that has bellhops and desk clerks whispering sub-rosa notes of approval.

Generally speaking, the beauty problems you'll drive into on most any lengthy motor trip are grit, muscle fatigue (eye and body), headaches, sunburn and windburn. your traveling day, especially if you are putting in a full eight hours' driving schedule.

Final reminder in this department: there's nothing like the stimulating, relaxing warmth of hot water and copious suds to send your face to bed, all set for tomorrow's 200-mile quota. Tote along your blandest soap instead of trusting to ladies' rooms, motel or hotel sample-size slivers, and treat yourself to one of those pre-packaged, balmy face cloths that make washing a joy. Of course, you needn't be reminded that fidelity to nightcream and eye cream is a year-round ritual which takes no yacation.

Then, there's the hair problem. After the first hundred miles even the most abbreviated South Pacific-type crop can feel as if it were harboring not one nest of robins but a whole telephone-wire full of the chirping things, especially, if you're skimming along in a convertible.

So, whether you're returning to the chignon or hewing to the short coif, it's best to play safe by covering your pate with a scarf or one of the very new, nylon net bandanas. If you hold out for the fine feel of the wind in your tresses,



substitute a few bobby pins if you'd avoid neckline straggle and windshield-wiper bangs.

If you plan on much hot-weather driving, by all means turn in your winter's lipsticks for a firmer, harder variety that won't drool when the temperature rolls up to ninety-plus.

Do slip into the glove compartment two sets of makeup; one day, one evening. And right along with them one of those see-all makeup mirrors that so truthfully show

(continued on next page)





how you look under the sun as well as under nighttime neons.

Comes now the fatigue problem: eye and muscle fatigue. If glasses are a steady accessory, spread your vacation budget to include a sunsuitable pair that follows your regular prescription as well as an extra pair should you drop pair number one down the Grand Canyon. If you are a 20:20-er a set of tinted lenses is all you need.

When you pause at a gas station, skip into the powder room and treat your eyes to an occasional eye bath. They'll feel immeasureably refreshed. So will you!

Lengthy sitting spells may conjure up aches and charley horses . . . if you ride in the same position too long . . . curl up on one knee . . . burden yourself down with handbag and extra luggage . . . or wear too many clothes. Try donning your lightest outfit. Avoid lit-

tering seat with maps, snacks and cameras. Alternate your seating arrangement regularly. Stretch your arms and legs frequently.

Walk around the block when you stop for a gas re-fill. Stand tall against the side of the car while the local Chamber of Commerce sets you back on the right route. Breathe correctly.

Foot comfort deserves a mention here. Please, please, no matter how much you enjoy going stockingless, never attempt any lengthy warmweather trip sans nylons. Grant yourself at least the minimum concession of foot socks or leg makeup.

Final trouble you're bound to meet along the way involves headache, sunburn and windburn. A primary antidote applicable to each and every one of this trio would be the initial resolve not to race to "make" the next town on your road map. R-E-L-A-X.

## The DELUXE MATTRESS . . . Solid Comfort in Nash Twin Beds

Going traveling? Don't miss a chance at solid comfort and freedom from rigid traveling schedules. Equip your Nash Airflyte with Deluxe form-fitting mattresses, especially designed to fit your Nash



twin beds; be prepared to stop and sleep where and when you want. Many Nash owners use them regularly on hunting, fishing and camping trips. When not in use the mattresses are easily tucked away in the luggage compartment, each mattress neatly packed in its own plastic bag. The tough water-resistant plastic bags with easy-working zippers keep each mattress in perfect condition despite the hardest use. Your local Nash Dealer has the mattresses in stock.

#### MILEAGE RECORD

Here's a page on which to keep a record of the miles you traveled . . . short trips, long trips, everywhere. You may be able to settle an argument if you have the figures handy.



Months that allowed in the	1	11			
PLACE	START	FINISH	PLACE	START	FINISH
	-				
		· .			
-					
					,
			·		
					,
		,	,		



Torrey Pines Park located on a high bluff at the outskirts of San Diego overlooks U.S. Highway 101, down which traffic streams from the North, into San Diego and on to Tijuana

There is little ceremony attendant on crossing the border into Mexico. United States citizens require no passports. The border is always open



### TIJUANA LURES

By Spencer Crump

THE PUEBLO of Tijuana, Baja, California, stands on the Mexican border five miles inland from the Pacific Ocean with one main purpose: providing pleasure for sightseers.

Tijuana, approximately 15 miles south of San Diego, California, is a bustling city of more than 65,000 people. Its size is credited largely to its popularity with sightseers, who visit for a taste of what Old Mexico is like.

In summer, more than any other time of year, the streets and arcades of Tijuana are crowded with visitors. A cooling breeze from the Pacific makes the days pleasant.

Like the Pacific seashore, the lush orange groves, Hollywood, palm and eucalyptus trees, and the high mountains, Tijuana is an interesting attraction for summer vacationists in Southern California.

With the coming of Summer, Southern California offers a wide variety of attractions. Up in the Sierra Nevada range, there is trout fishing; roses bloom luxuriantly as the bushes trail up roadside palm trees; the orange trees are waxy green and laden with the golden fruit; activity is underway on offshore Catalina Island, and throngs enjoy fun on the Pacific beaches. Adjoining these sightseeing attractions is Old Mexico.

Virtually all tourists who visit Southern California add an international flavor to their travels by crossing the border and the handiest place to cross is at Tijuana, with

### THE TOURISTS

the result that annually 3,500,000 visitors descend on that city between May and October. Actually, Southern California's biggest attraction is the border city.

The United States-Mexico border at Tijuana is among the easiest frontiers in the world to cross.

The setting at the village of San Ysidro (official U.S. port of entry) and the pueblo of Tijuana is a happy contrast to the armed camps at so many international borders. There are no fortifications; instead, Mexicans and Americans nod cheerfully as they visit the others' nations.

The border always is open, and there is no charge for crossing. American citizens do not need passports, but other nationals must present proper papers. Americans remaining for 10 days or less are not required to obtain Mexican visitors' permits.

Entering Tijuana, you see many modern buildings in the business district. While primarily a tourist town, the pueblo also is a trading center for the farms and for the cattle and sheep ranches in the nearby oak covered, rolling hills.

Visitors find a large assortment of mercantile stores, arcades of small shops, sidewalk merchants, as well as

(continued on next page)

The annual San Diego Yellow Tail Fishing Derby, which opened March 24, will continue until July 18. Grand prize in the Derby this year is a Nash Rambler Station Wagon



Races are held every Sunday at Caliente Racetrack, Tijuana



The brilliant Jai-Alai Fronton is one of Tijuana's outstanding buildings



native cafes. Many Mexicans wear their native dress.

If you plan to bring home souvenirs, you will find several Mexican specialty products. These include beautiful hand-made glassware, in both brown and blue; attractive, hand-tooled leather goods, such as billfolds, purses, belts, and huraches, the comfortable native Mexican footwear; Mexican silver jewelry, and both large reed baskets and sarapes, the colorful blanket-wraps.

And in shopping, keep in mind the United States customs regulations. One-day visitors may return with duty-free merchandise valued at \$5.00 wholesale or approximately \$7.50 retail. Those remaining overnight may carry back \$200 in duty-free merchandise.

There are numerous attractions to see in and around Tijuana.

Standing on the pueblo's main street is the ornate Fronton, where you can watch the interesting Basque game Jai-Alai (pronounced "Hi Alli") from Thursday through Sunday each week. This rates among the fastest games in the world. The players wear huge mits and hit the pelota ("ball") against a huge board.

At the edge of the pueblo is the picturesque bullfighting ring, which looks as though it were modeled after a picture book conception of a typically Spanish stadium. Adjoining is the village of Agua Caliente ("Warm Water"), noted for its hot springs and its beautiful race track, with tiled roofed, Spanish style buildings. Horse races are held every Sunday.

This is Tijuana—a bit of Old Mexico near the United States.

#### **PLASTIC SCREENS**

Insure Summer
Sleeping Comfort
in

#### NASH TWIN BEDS



Park beside a stream or in the middle of a forest . . . make up your twin beds and then cover the windows with the new plastic slipon screens especially designed for your Nash Airflyte 2-door or 4-door Sedan. Open the windows a crack in bad weather, roll them all the way down on a clear night. Here's a

complete protection against mosquitoes and other insects. Installing screens on your car doors takes only a minute . . . removing and packing them away is done just as simply. It's as simple as that; and it's just as simple for you to get a set of the screens—your local Nash Dealer has them.

# We visited these PLACES



Lake Hope, Ohio, in Zaleski State Forest

PLACE	DATE	REMARKS
,		
	. 0	
·		
-1_		
1		
-		
		·
_		

# Be sure BEFORE you start

America travels by automobile. During this year 75% of the country's vacationists will take off in their own automobiles to have a look-see at the old home town, the nation's parks, her streams and mountains and lakes and deserts.

Blessed as no other people are blessed, Americans have more miles of road over which to travel, more varied scenery to enjoy, better accommodations to comfort them—and more cars in which to travel than natives of any other country.

Exhausting the wonders of their own nation they have two borders they may cross without question or ceremony and investigate either Mexico or Canada.

This wonder of freedom of movement springs from the prevalence of the automobile—Americans depend upon the automobile to serve them and automobiles do serve them.

But, cars serve best when they are properly serviced.

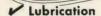
Whether your 1951 vacation is to be a long week-end to a neighboring town or a trans-continental tour, be sure your Nash Airflyte is in tip-top shape for the trip. Surest way to be sure it is in shape is to have it serviced by your Nash Dealer before you start. The poster on the opposite page enumerates the items to have checked, and, of course, the Nash Service Man, with his knowledge of factory methods, is best qualified to render the services.



FOR A Happy VACATION

Take Advantage of our Vacation

Check-Up!



- Engine Tune-up
- ✓ Brake Inspection
- ✓ Oil Change
- ✓ Tire Inspection

23

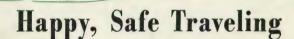
- ✓ Wash & Polish
- ✓ Light, Horn and Windshield Wiper Inspection



MOST MODERNICE

U. S. POSTAGE
PAID
DETROIT, MICH.
Permit No. 5548

Howard E Kilborn 906 Bauman Ave Austin Minn



These are the last days of school, vacation season is ahead and Airflyte owners, like most other Americans, soon will be hitting the highways to visit, to tour and to examine parts of the United States they haven't seen before. You have our sincerest wishes for happy vacations and we'd like to add one word of caution: Be sure your Nash Airflyte is in tip-top shape for the trip. See us for a check-up before you leave.

### ENSTAD NASH, INC.

1327 Oakland Ave., W.

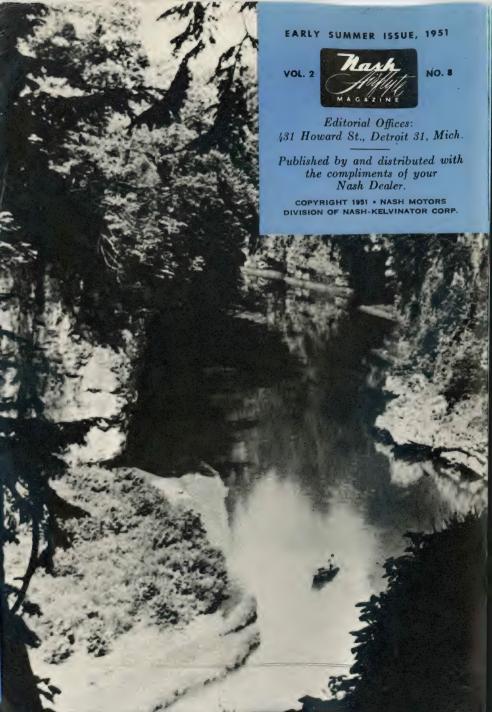
Austin, Minn.

Phone 9639.

More For Your Cash at Enstad Nash

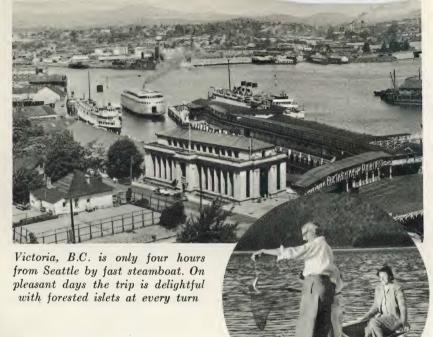
14-5





# FEATURED IN THIS ISSUE British Columbia ..... Page 4 Nash Owner's Album ... Page 7, 11, 19, 25 Pikes Peak or Bust Rodeo Page 8 The Carlsbad Caverns ...... Page 12 Favorite Eating Place Page 15 Along the Big "Mo" ..... Page 16 Castle Rock ...... Page 20 Tennessee's "Great Lakes" ..... Page 22 Harry & Harriet Page 26 Smiles Along the Road ...... Page 28

ROCKY FORK CREEK in the Seven Caves area of Ohio. This section of



British Columbia offers every kind of attraction imaginable. If scenery palls there is fine hunting and fishing. Fishing here is on Canion Lake

# British Columbia ..... By BELLE C. EWING

Lusty, scenic British Columbia is but a short step from our own Northwest. Many roads lead to this colorful land from the Peace Arch at Blaine, Washington, on U.S. Highway 99, east to Sweet Grass, Montana, and U.S. Highway 91. No passports are necessary in order to visit our friendly neighbor to the north.

No place in all the world will the traveler find greater natural beauty than in British Columbia. Here mighty mountains upon whose bosoms glaciers sleep, pierce the sky.

From these glaciers threads of water trickle to become streams which flow through alpine flower-decked meadows. The ghost heads of the mountains are reflected in the crystal clear waters, while unraveled snowbanks form a thousand blue lakes in which the wily trout lurks.

If you follow the usual tourist routes you will probably enter British Columbia through Vancouver. Vancouver is more than a cosmopolitan city with tall buildings. It is a mighty seaport where fingers of the vast interior reach out to



British Columbia has 12,000 square miles of park reservations from Vancouver Island to the Rockies. Pictured is a scene in Manning Park

touch the hand of the outside world. Her great harbor is the stopping place for ships that sail the waters of the world, for British Columbia casts her lines of commerce to every quarter of the globe.

Although good roads are to be found throughout the Province, waterways are used extensively, too. Fat little ferry boats scurry across bays and inlets, eager to take both you and your car to your chosen destination.

In places, the highway leads through virgin forests and the motorist may have to slacken speed to allow a doe and her fawn to bound across the road, as it seeks shelter in a thicket; or he may even see a bear, or hear the scream of a mountain lion, for wild life is not scarce. He may startle a gay cock pheasant, or its demure little hen and her brood among the checker-board shadows under a silver birch.

(continued on page 6)

And here is trout fishing in Big Sheep Creek, near Rossland, B.C.





Above is shown Elk Falls, Canyon End, Rainbow, Vancouver Island.

The Island, along the western coast of British Columbia, is larger than

Switzerland, and almost as mountainous

#### (continued from page 5)

In May and June the hawthorn and dogwood are in bloom, and the air is sweet with the breath of a thousand wild flowers. In July, the countryside is covered with a purple mist of fireweed—nature's healing balm for fire-swept land. Ferns and young trees find renewed life in the fallen monarchs of yesterday.

Beauty is everywhere — in the cathedral quietness of the forests, in

the music of the waterfalls, the bluegreen of the rivers, and with Scotch broom like a trail of gold winding off into the bills.

There are numerous hotels, inns, auto courts and guest ranches that offer excellent accommodations to the traveler. In most places the food is good and cheaper than in the United States. Go prepared to have a grand time—you will.

There is no finer place in all the world to spend a vacation than in British Columbia. It offers escape from the problems of complex civilization and a chance to recuperate from the woes of the world while viewing nature in her gayest, brightest mood



# album-

#### Man of Music

Ardeen J. Foss of Sioux Falls, South Dakota, has been directly connected with music for 28 years. He first started during his years in high school when he was a member of the Washington High School Band of which he is now director. He was Professor of Musical Education at Sioux Falls College during the years of 1946 and 1947, after which he became instrumental in organizing a grade school band program covering all grades from the fourth through the eighth. In 1950 he had 543 students. At one time he gave a concert with 425 students of grade school age participating en masse.

His aim is to promote musical education in instrumental music for everyone. He joined the Washington High School faculty this year and is now director of the champion Washington High School Band, which has made three nation-wide trips playing before royalty and celebrities on both Coasts and Canada. His final achievement has been a comprehensive program covering students from the fourth grade on through high school.

Mr. Foss has been a satisfied Nash user since 1948, and his entire family are ardent Nash supporters. His dad, brothers, and uncle are all Nash users. Recently Mr. Foss took delivery of a new Nash.

Married, Mr. Foss has three sons, aged ten, seven, and one-and-a-half years. The two older boys are also music enthusiasts, following their father who is able to play nearly all instruments.





Prize money seems to be slipping from this puncher's grasp as the hidefull of steel springs takes him over the jump (Stewarts photo)

#### By Robert M. Ormes

In Colorado Springs' Pikes Peak or Bust Rodeo, to be held on August 7 to 11, the nation's top "ride-em" artists will join the toughest beef that bawls and the meanest horseflesh that bucks to mix up their annual explosion of hoof dynamite.

Everything favors a fury of action. Stay-on rides are the main drawing events. The villains for these hail from special crime colonies on Rodeo Manager Leo Cremer's Big Timber Ranch in Montana, where the breeding principle favors survival of the wicked. A flank cinch on each animal guarantees that the opening of the chute will catapult him into action. Since each cowpoke's score is the sum of two percentages—one for the rider and one for the violence of the mount, it is seen to that this buck-provoking cinch is set to give

the rider the animal's full dish of twisting and jolting. On a brone ride the contestant must spur the shoulders high or be disqualified. He rides with one rein, and may not change hands on it or "pull leather" to stay on. With a Brahma bull he need stay only eight seconds instead of the ten required on a brone. He rides by holding to a free rope around the animal's body, and may use but one hand on it and touch no hide with the other.

Rodeo fans, who may number up to 60,000, will take almost equal interest in the bull dogging, for which the competitor takes a wrestler's nelson hold on the horn system of a leaping beefer and by down-and-in twisting his head, forces him to a fall.

Calves, too, will dart out from the

pens, and flying lariats will jerk them short in mid-scamper. While the cowboy's mount holds a taut line he will run down it, dump his calf, and gather three crossed feet into a quick tie. The scoring runs will be over in seconds—from jetpropelled start to the aimless bewilderment that comes when the calf is untied and gets up.

"Cutting" horse competition has replaced the wild cow milking of earlier years. This is the favorite of the many stockmen who are attracted from over the southwest.

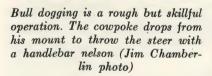
They delight to watch the horse that can outwit and outmove a marked cow and part her from the bunch, and they know the practical worth of this skill on a ranch. This year's Rodeo will have the usual fillers of clowning and will feature two competitions for girl riders. One is calf roping and the other a spirited barrel race with fast looping turns.

The saddle leather fiesta, profits from which go to the American Legion's Welfare Fund for Disabled Veterans, is strictly a community deal. Local legion committees volunteer for the ticket and crowd handling jobs.

Donated also is the million-dollar (continued on page 10)

Louise Watson, 1951 Pikes Peak or Bust Rodeo Queen (Stewarts photo)





A girl rider bends her mount sharply around the barrel. Barrel races and calf roping are now regular girl features of the rodeo (James Cathey photo)







Top "cutting" horses are rare, but their event draws more and more entrants each year to Colorado Springs. A cutting horse is given rein so he can outmaneuver the quarry (Bryan & Hartung photo)

#### (continued from page 9)

stadium with covered seats and turfed arena, one of the recent additions to Broadmoor's recreation compound of swank hotel, ice palace, golf course, dude ranch, stable and bridle trails, mountain top lodge and zoo. Rodeo season and pre-rodeo publicity stunts include cowbelle-cowhand breakfasts, a street ball with square dancing, fireworks, old-time melodrama, a three day Round-Pikes-Peak trail ride, and even a queen-led rodeo parade with people riding everything from

the zoo elephant to dandy old broughams and victorias from El Pomar Carriage House.

The town dresses for the show, too, from small-fry to bankers. Time was when there was a dude-corner dunk-tank for wetting down any business man who came to work in rodeo week without his multi-gallon headpiece, his hollering-loud shirt and his competitive growth of beard whiskers. Now that the show is squarely on its hooves, they say no such compulsions are necessary.

Calf roping looks so easy—when it works, that is. Calves scamper away fast from the pen and even when roped right-off are rubber-tough to handle





Major Alvin E. Robinson was born in San Antonio, Texas, and is a graduate of Harlandale High School and San Antonio Junior College. He joined the Navy thirteen years ago, transferring to the Air Force after four years. He served in the Air Force all through the European campaign in World War II, and has been General Omar Bradley's pilot since the summer of 1945.

When he is not engaged in flying the General, Major Robinson makes his home in Washington, D.C., where he lives with his wife and two daughters. The Major is an enthusiastic radio ham and operates an amateur radio transmitter licensed with the call letters W31CW. He and six of the more powerful amateur-transmitter operators are engaged in helping G.I.'s overseas by

relaying messages to their homes.

They have organized regular schedules, serving the European area in the morning and the Japanese area in the afternoon. The messages they have relayed for worried servicemen range from a message from a G.I. in Japan asking his mother to sell the car he had left behind and to put the proceeds in U.S. Savings Bonds, to that of an anxious soldier in Germany, wanting news of his sick daughter.

Major Robinson's other hobbies are fishing and hunting, which sports he pursues in nearby Maryland and Virginia.

He presently owns a 1950 Nash Ambassador with Hydra-Matic. This is the second Nash which Major Robinson has owned. Now he is a confirmed Nash owner.



By Spencer Crump

A fantastic, almost unbelievable, underground world unfolds for visitors in the Carlsbad Caverns, in southeastern New Mexico.

Since the dawn of the Cave Men, caverns have fascinated people. And the Carlsbad Caverns rate with the largest and most beautiful of the world's cavities.

Grotesque limestone formations, limpid subterranean "lakes" . . . and even a lunchroom 750 feet below ground level . . . await those who visit the Carlsbad Caverns, now preserved as a national park.

Although approximately four miles of the caverns, down to a depth of 829 feet are open to the public, additional passageways lead 20 miles to a depth of 1,100 feet. Even more miles of these dark caves may exist.

The Carlsbad Caverns are becoming more and more popular each year. Last year they were visited by 466,137 persons, an all-time record. In all, approximately 4,700,000 people have entered the caverns since they became part of the national park system in 1923.

Let's look at the caves and how

they came into being.

Back in the Permian period of geological history—a mere 200 million years ago—limestone was deposited in the region. Water found its way into cracks and washed rooms and corridors into the limestone.

Uplifts cracked the limestone and the water drained away, leaving the caves very much as they appear today, although none of the picturesque formations existed.



In the Carlsbad Caverns visitors walk along beside limestone formations. Those hanging from the roof are called stalagtites; when they begin on the floor they are known as stalagmites. The formations build up

Administration offices of the Carlsbad Caverns National Park are housed in these Spanish-Indian style buildings above the caves



It was then that stalagtites and other formations began to take shape—a process which continues to this day.

Rainwater seeps through decaying vegetation in the ground, becoming charged with carbon dioxide. The result is a weak solution of carbonic acid—which dissolves the limestone roof of the caves.

This limestone-carrying moisture crystallizes when it appears on top of the caverns. When droplets build up, icicle-like formations grow from the roof: they are called stalagtites. Limestone water percolating faster than it can evaporate falls to the floor and formations build upward: these are stalagmites. When floor and roof formations meet, they are known as pillars.

Several hundred years are required to build the spectacular formations which greet visitors to this underground wonderland.

Hidden by the darkness of the depths, the beauties of the Carlsbad Caverns long were unknown. Then the late Jim White, a local cowboy, explored the caves with lanterns and thousands of feet of string to assure his return.

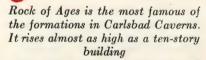
He became unofficial guide for visitors and when the caverns were included in the national park system, he became park ranger and later chief ranger.

Now the caverns are beautifully lighted and graded trails are maintained. The guide fee is \$1.20 per person, including tax; children under 12 are admitted free when accompanied by adults. For those who bring cameras, a special photographic tour is conducted daily at 12:45 p.m.

(continued on page 14)



Frozen Waterfall is a complex formation of limestone. It was formed drop by drop over the centuries. Tourists find it beautifully lighted







Lunchtime in the Big Room, 750 feet below ground level in the Carlsbad Caverns. The lunchroom occupies a portion of the largest chamber open to the public

(continued from page 13)

While the temperature on the surface may range from almost zero to more than 100 degrees, the caverns remain a constant 56 degrees. Coats are therefore welcome at any time of the year.

Visitors may walk in and out of the caverns through the natural entrances, or they may take elevators. The trips range from a four-mile underground hike requiring five hours to a round-trip elevator ride with a one-and-a-half mile walk in the caverns taking two hours.

Each of the cavern rooms presents its unique attractions. There is the Green Lake Room—named for the pool of water so clear it looks inches deep instead of its several feet. The King's Palace is a chamber filled with a wealth of col-

umns. Nearby are the Queen's Chamber and the Papoose Room, with equally beautiful formations.

The Big Room is the highlight of the trip. At one end is a lunchroom, where box lunches are available for 50 cents. Guides escort visitors past mighty formations, centuries in the forming. At one point the ceiling arches to 285 feet above the trail. Limestone formations range from needle-like chandeliers to the mighty Rock of Ages, bigger than a two-story house, which formed drop by drop over the ages.

But perhaps the most awe-inspiring moment of the entire tour is the point at which the tour stops and all lights are extinguished.

Then in the utter silence and complete blackness which follows, it seems as though the visitor has been transported to a moment in eternity.

Here is a section of the King's Palace, rated among the most beautiful of the chambers in Carlsbad Caverns. Note the stalagities to the left of the visitors; at their right are columns, formed by the meeting of

floor and ceiling formations



FAVORITE EATING PLACE

## BROUSSARD'S RESTAURANT

NEW ORLEANS



In New Orleans, a traveler may get a glimpse of the city's oldworld charm and enjoy some of its world-famous food simultaneously by having lunch or dinner at Broussard's, an attraction for homefolks and tourists alike, located in the heart of the picturesque French Quarter.

There you walk through an unimpressive doorway into a bright, flower-sprinkled courtyard where you may satisfy your appetite's delight in simple American-style or fancy French foods—and at popular prices.

Whether you're enjoying a simple beef club steak or filet of trout amandine, you may top it off with Napoleon brandy poured with song and flourish before the statue of Napoleon in the canopy-lined patio which has become a mecca for sight-seers. Or you may relish the delicately made crepes suzette souffles which have brought international fame to the restaurant. And you may sip a demi-tasse of thick, black brulot (coffee) that will make your hair stand at attention.

Broussard's bears the name of its owner and founder, Joseph C. Broussard, native of the Evangeline county in Southwest Louisiana, who might easily pass as a chef from

Gay Paree. Down in Broussard's native country, French is spoken as commonly as English, and Broussard, wanting to learn the art of French cooking the way Frenchmen do, journeyed to France for a three-year course under a topnotch chef.

"Cooking is an art," Broussard will tell you, "an art not everybody can acquire. And cooking, like everything else, can be improved upon from time to time"

The one dish which brings more rave notices than all the others at Broussard's is his crepes suzette souffles. This is a delicately concocted dessert made of egg yolks, sugar, flour, milk, cream, salt, and anisinthe, and it is toasted in cognac just before serving. It's as light as a feather, and guaranteed to make you want to come back.

The average motorist, however, will be able to find the things he knows from back home, at prices comparable to those in the better restaurants. These considerations, plus the quality of the food, keep Broussard's cash registers ringing.

Broussard began his restaurant some 30 years ago in a 65-foot-front building. He now has a place with 115-foot frontage, a half-block deep, which seats 560 in the main dining rooms and courtyard combined.

#### by HARRY LEDUC . . . The Detroit News

Historically the 500-Mile Race is mixed with emotions and attitudes, but both in conception and in any analysis of the 35 races (including this year's) that have been held since 1911, the world's most famous auto racing competition is a contribution to the motorist and the manufacturer. A detached viewpoint is difficult, but that conclusion appears to approximate the impartial.



Johnnie Parsons, 1950 winner, shown here with the Borg-Warner Trophy. Ed Walsh, owner, and Harry Stephens, mechanic, smile happily

# "The 500"... TI

Four men, who were making sizable fortunes out of a young automotive industry, conceived the idea of the two-and-a-half mile Indianapolis Speedway.

They were Carl Fisher, Jim Allison, A. C. Newby and Frank Wheeler. They built it in 1909. Manufacturers then had no private proving grounds, no laboratories recognized as such. There hardly were paved roads on which to test products. Ideas were popping into heads. Development was rapid. There were conflicts, arguments, discussions. But there was no place to prove anything. Thirty-six different makes of cars were being manufactured in Indiana, ten of them in Indianapolis. How many remember the names of the ten? American. Cole, Empire, Marion, Marmon, National, Overland, Premier, Rex and Waverly.

Looking back at the straight-away as the cars enter the southwest turn at the Indianapolis Speedway as Wilbur Shaw pulls the pace car off the track



# he Indianapolis Classic

Here was the big idea of the quartet, Fisher, Allison, Newby and Wheeler: To provide a place where "thinkers" could prove their thoughts, and to advertise Indianamade cars to the world!

The track was of crushed rock and tar when the first race, 300 miles, was held in 1909 and it went to pieces. So did the hopes of the Hoosiers, for cars made in Detroit. Flint and Jackson, Mich., set all the records, won all the money.

Vitrified brick, much of it now covered with asphalt, replaced the crushed rock and tar before a 1910 program of sprints and the 1911 first 500-Mile Race was held, and it was won by Ray Harroun whose Marmon car carried the first rearview mirror ever used, and embodied the first attempts at streamlining: steel discs fastened outside the wheels' wooden spokes, and a long, pointed tail back of the gas tank.

Between Harroun's speed of 74.59

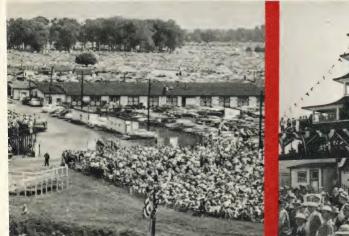


Ray Harroun, winner of the first full "500" in 1911, had the first rear-view mirror mounted on his car

m.p.h. in his 600 cubic-inch piston displacement Marmon, and the new records set in early trials this year (137.049 lap and 136.498 trial) by DukeNalonin his 181 cubic-inch Novi, the claimed if not accredited contributions of the "500" to the motorist include, besides the aforemen-

(continued on next page)

The Pagoda is the nerve center of the "500". Here the timers and officials have their vantage points







The winner gets the checkered flag at the Indianapolis Speedway—the dream and goal of every race driver as 200,000 voices pour forth the mightiest ovation known to sports

tioned mirror, the following: Cord tires, balloon tires, anti-knock fuel, four-wheel brakes, improved lubricants, high-speed engines, kneeaction, aluminum pistons and balanced crankshafts.

If these claims are almost clichesounding, there is to be considered the vast amount of technical information that has been absorbed. Manufacturers and engineers still go to Indianapolis annually. (It is in their blood, too). The industry independently contributes more than \$50,000 of the \$200,000 prize money. A spark plug firm alone spends \$50,000 in expenses for its engineers, mechanics and materials to have them at the track through May. A tire maker does likewise. Even small firms spend relatively large sums.

To a large degree their motives and purposes are those of the Speedway's founders. They want to prove things and they want to advertise their products to the world

Capt. Eddie Rickenbacker, former Indianapolis Speedway president and race driver, has said that the pace of "The 500" is so terrific it equals 100,000 miles of road tests for every car that finishes. Instead of an oval bowl, the Indianapolis Speedway is a two and one-half mile rectangle—four sharp curves to the lap! That demands surging acceleration on the straightaways, split-second deceleration coming into the curves and speeds of nearly 190 miles an hour down the stretches. Yes, here's an acid test for man and motor.

Maurie Rose, 1949 winner, pauses in the pits for a one-minute tire change





#### Busy, Busy, Busy

Mr. M. Raleigh Rabedioux, of Bay City, Michigan, has three passions: his grandson Jimmy (age 5); fish fries; and the pink siding on his house.

He will go to any fish fry within reasonable distance, and paints the pink siding on his house faithfully each year.

He is a quiet, reserved fellow, and as a friend described him, "is like a frog—he looks before he leaps, so nothing exciting ever happens to Raleigh."

Mr. Rabedioux is quiet, but energetic, traveling continuously five days a week as salesman for Sunshine Biscuits, Inc. He puts all his spare time into civic and religious affairs. He has been Mayor of Bay City and was President of the Holy Name Society for 1950.

When deer season comes around, he's off for the woods and in the summer is on the road seeking new places, continuously taking movies in color. On his last vacation he covered 4200 miles—going from Bay City to New Orleans, to Miami and Key West and back, averaging twenty miles per gallon in his Nash. He especially likes to take pictures of hunting and fishing. If he has the time, he will travel 200 miles just

to take pictures of a sporting event.

Mr. Rabedioux likes his Nash Ambassador Sedan for the speed and ease with which he gets from place to place. His wife doesn't mind fast driving, but drives slower herself. Once, when she was driving, he watched the speedometer go up to 90 but didn't say anything. She went down to 50 in a hurry when she noticed it, exclaiming that she didn't dream she was going so fast.

Mr. Rabedioux enjoys showing the Nash movies of "Hunting in Alaska" and "Fishing in Alaska," at clubs and churches. After seeing both films at the Moose Club, the governor of the club of Bay City bought a Nash Statesman with a bed.

Mr. Rabedioux was born and raised in Bay City. During World War I he was a gunner's mate stationed in Mt. Pleasant, South Carolina, where he was a rifle instructor. He is a member of the Elks, Moose, Eagles, Knights of Columbus, and the American Legion.

Mr. Rabedioux buys a new Nash every year. His present Nash, a 1951 2-door gray Ambassador Sedan, is his 16th since 1934. For the last three years his license plate number has been KW 5678, the same as his telephone number, 5678.





Looking to the southeast from the top of Castle Rock. St. Ignace can be seen nestled at the waterfront, and across the Straits is the outline of historic Mackinac Island



By Vera and Henry Bradshaw

Resembling the ancient ruins of a medieval man-made fortress, strategically built, Castle Rock proudly overlooks the busy and important Straits of Mackinac in Michigan's Upper Peninsula. From its top, 183 feet from the road and 195.8 feet above sea level, the old, historical town of St. Ignace, three miles south, can be seen hugging the straits, and out on the water, there's a veritable parade of ore ships and ferries and steamers. Adding to the scene, are spruce-laden hills stretching toward distant blue horizons, the pattern dotted with miniature silver ponds, U.S. Number 2, which passes at the rock's foot, cuts a narrow

swath in the view as it swings north on its way to Sault Ste. Marie.

Long ago, Ojibway Indians especially Chief Pontiac - used Castle Rock as a lookout. They didn't build it, though. The exquisite design and clever handiwork belong entirely to temperamental Mother Nature. Womanlike, she had a terrific time making up her mind as to whether this part of the world looked best under water, or out of water. During her interval of indecision, she'd alternate: first, land: then, water. When, after a few billion years she finally decided, this queer towerlike formation of dolomite was somehow left high and dry.

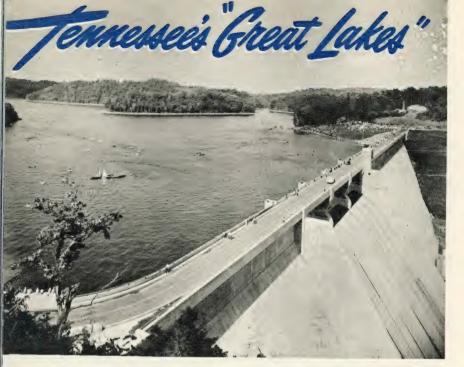
Legend tells of a beautiful Indian girl who refused to be left "high and dry" on Castle Rock. After helplessly watching jealous braves toss her white lover off the pinnacle to his death, she, broken-hearted, leaped after him.

An admission fee of ten cents makes available a convenient wooden staircase to the summit.

(Photos by authors)

From the top of Castle Rock, U.S. Highway No. 2, circling north toward Sault Ste. Marie, adds charm to the scene below. The promontory in the distance is another queer formation known as Rabbit's Back





Norris Dam and lake is 25 miles from Knoxville, Tennessee. Nearby Norris Park offers complete vacation accommodations

W HERE cows once pastured, fishermen now fish.

Millions of fishermen came last year to flip out bait for bass, crappie, catfish and other finny attractions swimming where there once was pasture and forest.

Other millions came to go sailing, swimming, pienicking or just sightseeing on the thousands of miles of shoreline of artificial lakes.

For the TVA has created a system of "Great Lakes of the South" in the Tennessee Valley to add to the resort lure of the spectacular Smoky Mountains. There are new lakes 185 miles long, some 70 feet deep, where there is no closed season on fishing the year around!

Take Knoxville alone. There are five TVA lakes surrounding it and another within the city. New lakes whose names you probably have heard already—Norris, Cherokee, Douglas, Fontana, Fort Loudoun and Watts Bar.

It is estimated that today in the TVA watershed there are 10,000 miles of shoreline—as much as the Gulf coast and our Pacific shoreline combined—to create a bonus attraction for tourists to Tennessee. For the Great Smokies are the most popular of our national parks, last year drawing 1,800,000 visitors.

Uncle Sam, when he built the great dams along the Tennessee River that created these new "great





Bald River Falls in the southern section of Cherokee National Forest. The area is famous for trout fishing

Blount Mansion in Knoxville. Built in 1792, it is the first frame house built west of the Alleghenies

Lakes," wasn't thinking of tourists. Those dams were designed to hold back the mighty waters of the river . . . to lower the flood peaks roaring into the Ohio and Mississippi. And to provide needed electric power for cities and countryside . . . not to mention Oak Ridge, birthplace of Atomic energy.

In creating a mighty source of power and dams that were to save cities far from the Tennessee Valley millions of dollars in flood losses

annually, Uncle Sam added a vast, new vacationland.

Last year there were more than 6,500,000 visitors to 16 of these new lakes. And more will be coming this year as the fame of the "Great Lakes of the South" grows.

It not only has meant a major boom in tourist trade but new business and interest for the local folks themselves. They're having as much fun as anybody swimming, sailing, fishing and having speed boat races on their new lakes.

A recent survey showed that the home folks have bought—since they've had lakes for them—7,000 new power boats, and nobody would

(continued on page 24)

Rhodendendron in Tennessee's Great Smoky Mountains is really something to behold. These usually are at their best in mid-June, but from spring 'til fall hundreds of different flowers put on an endless show of colorful beauty



Knoxville, historic city of the South, is the center of East Tennessee's famed scenic playgrounds. University of Tennessee's football stadium is seen in the left foreground

#### (continued from page 23)

guess how many outboard motors. Their speed boats hold regattas today in waters above the fields where their sluggish mules used to plow.

Quick to their opportunity, Tennesseans have put in boat liveries, tourist courts, hotels, restaurants... and their tourist bureaus will be happy to oblige you with information on where you can vacation at a lake unborn 20 years ago.

God gave Tennessee its Great Smokies where tourists have come to visit the mountain people and to watch the gorgeous turn of the seasons. March with its small blossoming of bloodroot, arbutus, bluets and trilliums. May with silverbell, redbud and dogwood. July with flame azalea and Catawba rhododendron. August and September with asters and lilies. Late Fall when

Horseback riding is a favorite recreation in Big Ridge Park, only 25 miles from Knoxville

blue mists sweep over a world blazing with flaming color.

But Uncle Sam gave Tennessee artificial great lakes where modern mermaids dive down and touch the tips of yesterday's forests and bass leap where deer used to.







#### **Determined Career Woman**

When a train killed a cow she could ill-afford to lose, Mrs. Ollie Cole, successful Tulsa. Oklahoma business woman, became more determined than ever to succeed. She was twenty-two years old at the time, a widow with three children ranging from two months to six years in age. In order to provide for and educate them she plunged into a varied and busy career.

She used what assets she had left —some furniture and ingenuity. She secured payment for the cow, and by sharing her home with renters she was able to devote her evenings to study while the children slept. To supplement her limited education she read extensively and taught herself shorthand and typing.

At about this time she lost her

voungest child.

Eventually, Mrs. Cole landed her first office job-with a fuel company

in McAlester, Oklahoma.

Then metropolitan Tulsa, the "Oil Capital of the World" beckoned. Arriving there, Mrs. Cole found a stenographic job in the oil industry.

"Thanks to the patience of my bosses," she says, "I finally devel-

oped into a stenographer."

Now secretary to the Vice-President of Mid-Continent Petroleum Corporation, Mrs. Cole boasts of



thirty years with the same company.

Determined to send her sons through college, Mrs. Cole increased her income by selling silk hose and insurance during evening hours. The results were gratifying: the sons, graduates of Oklahoma and Harvard Universities, are now married and living in Iowa and Texas, where they are division managers in the oil industry.

Planning a future of economic independence, Mrs. Cole has begun, with small savings, to invest in income property, and she now owns two modern, brick duplex houses.

When she drove her '49 Nash to California two summers ago, Mrs. Cole caught on to the ceramics craze there and since then has shaped, fired, glazed and painted scores of figurines and pottery pieces in her own efficient home ceramics workshop. "It's fun!" she says.

Mrs. Cole has a new 1951 Custom Ambassador, her third Nash, and she now laughingly prophesies:

"With my car accommodations so comfortably complete-I just might take up fishing."

To clean the bottoms of copper covered pans, sprinkle with salt and rub with a cut lemon.

> Mrs. G. J. Yench Stillwater, Minn.

To remove stubborn corks from bottles, wrap a cloth wrung out of hot water around the neck of the bottle. The heat expands the glass and lets the cork come out easily.

Mrs. Thad Vesser Seattle, Washington

When painting stairs that must be used constantly, paint every other step the first day and when dry, paint the remaining steps.

> Mrs. Bernard Tiller Cleveland, Virginia

To hang curtains evenly, pull the shades down all around the room to the point where tie backs are to be fastened. Curtains can then be fastened without measuring.

Mr. Robert Miller Westminster, Md.

A small coffee pot makes a good container for used cooking fats. The insert catches any particles left in the fat and strains it for use when needed again.

Mrs. F. M. O'Bryan Gable, S. C.

Paint a line on the outside of a partly used can of paint at the level of the paint remaining in the can. You can then tell at a glance the color and how much paint there is in the can without removing the lid.

Mrs. Elsie Wendt Merrill. Wisc.



Harry and Harriet want to hear from Nash Airflyte readers and get their favorite household hints. For each contribution published, Nash Airflyte will pay contributors five dollars. All contributions become

When butter is too hard to spread, place a hot bowl over it for a few minutes to soften without melting.

Jo Ann London
Big Run, Pa.

In damp or rainy weather, cover the magneto of the tractor with a plastic bowl cover for easy starting. Will Schott

West Union, Iowa

Keep about an inch of water in the deep well cooker of the electric range. This will prevent burning the cooker if the wrong burner is accidentally turned on.

> Gladys Pitts Knoxville, Tenn.

A test-tube filled with the antifreeze from your car serves as a good gauge. Cork it with a cork and screw eye and hang it just outside the garage. When it shows a tendency to freeze, add to the antifreeze in your car.

S. E. Gardiner, M.D. Mt. Pleasant, Michigan



the property of Nash Airflyte and none will be returned. Address contributions to Harry and Harriet, care of Nash Airflyte Magazine, 431 Howard Street, Detroit 31, Mich. Send in your contribution today.

When zippers fail to work smoothly, rub a lead pencil up and down on them a few times and they will work like new.

Mrs. Lawrence Baumhover Carroll. Iowa Paint light switches with luminous paint. The glow makes it easy to find the switch in the dark.

> Mrs. James Pisano Pittston, Pa.

To keep pictures hanging straight which may be jarred by heavy traffic, use a fine wire to attach to the picture and hang it on the nail which has been placed in the wall with the picture facing the wall. Then twist the picture gently around to the front without taking it off the nail.

Mrs. Walter K. Hughes Zion, Illinois

Coat the inside of the garbage pail with melted paraffin to prevent rusting or freezing during cold weather.

H. Earl Snelling
Grand Rapids, Michigan

#### RAMBLER'S "Top" Luggage Carrier

Here's Nash Motors' unique new luggage rack, "first top carrier" ever available for use on a convertible model. Designed exclusively for the Rambler series, it can also be used on station wagon and suburban models. The new rack is sturdily constructed of tubular steel, weighs 33 pounds and is easily and swiftly installed or removed by turning four thumb screws. Legs and fasteners are plastic-coated to avoid scratching body finish. Your local Nash dealer now has them in stock.





For each contribution to this department—which is selected for publication—Nash Airflyte Magazine will pay five dollars. Contributions should be photographs of amusing signs, accounts of interesting roadside experiences, quotes from newspapers, odd ads seen, etc. All contributions become the property of Nash Airflyte and none will be returned. In cases of duplicate contributions the one received first will be paid for if used. Address all contributions to Nash Airflyte Magazine, 431 Howard St., Detroit 31, Michigan.

**Everything Planned** 

A laundry in Connecticut proudly proclaims:

We don't Mangle Your Clothes With Machinery—We Do It Carefully by Hand.

Mrs. Mary Kimbell Staffordville, Conn.

#### Not Choosey

At the somewhat dangerous turns approaching a small town in Minnesota, the enterprising furniture dealer, who is also the town's undertaker, has erected signs that read:

Maloney Wants to See You—Dead or Alive.

Mrs. Ray Stochr Big Stone City, S.D. Gossip

Along the New Jersey Turnpike tourists come upon this startling announcement:



Mrs. Daniel D. Campanaro Bangor, Pa.

#### **Education, Not Taste**

A grocery store displayed this sign: Customers Buy Our Tea Because They Know No Better.

Frances Rodman Ridgewood, N.J.



#### It's Verse?

At the edge of the jail grounds in Hyattsville, Maryland is a sign on the roof of a professional bondsman's office. The sign, visible to the jail inmates, reads:

Don't Sit In Jail and Rattle Your Bones— Pick Up the 'Phone and Call "Mit" Jones. William F. Dunker, Washington, D. C. Take It Easy

"On a recent trip, I was amazed to read the following in a small town paper we picked up along the way:

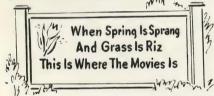
"'Owing to lack of space, several births and deaths will be postponed

until next week."

Stanley Bjorklund Rockford, Ill.

#### Advertisement

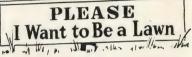
During February a large outdoor movie theater on Lancaster Pike displayed this promise:



Mrs. Arthur C. Smith Morristown, Pa.

#### Movie Influence

On a plot of newly planted grass in Huntington Park, California, this sign was spotted:



Mrs. O. A. Capps Downey, Calif.

So It Says

On Bassett Highway, Dover, New Jersey, is a one story building housing an oyster house. In the window is this sign that elicits much comment:

NOWI STHETI METOE ATOYST ERS

> Mrs. Z. M. Cook Dover, N. J.

### **KARDEK Car-Top Carriers**

Particularly adaptable to the Nash Ambassador and Statesman Models, Kardek Car-Top Carriers are tops for carrying any type of car-top cargo safely. Kardek is unusually flexible, too. Starting with the basic Kardek, a motorist can add additional units needed to carry various types of loads. An accessory set of bars and clamps are available for carrying any car-top boat, canoe, toboggan, etc. Nash dealers have Kardeks on hand.

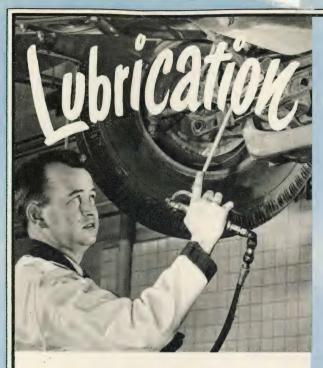


# for Comfort and Protection

Lubrication is one service no owner can afford to neglect. Not only is proper and frequent lubrication necessary to keep a car operating smoothly and riding comfortably, but it is also necessary if costly repair bills are to be avoided.

Unlike some other services, lubrication must be done on a regular schedule. A car in constant use should be lubricated every 1,000 miles; a car used infrequently should be lubricated every 30 days. The lubricants themselves will deteriorate, either from use or from age, and parts that need protection will fail to get it unless oils and greases are changed on schedule.

Naturally, the best lubrication job for a Nash Airflyte is one done by mechanics trained in factory methods—the mechanics who will work on your car at your local Nash dealer's service department.



Your car needs it every 1000 miles or 30 days

Proper Lubrication at proper intervals helps **PREVENT** excessive repairs





THE WORLD'S

NOST /NODERN'S ERVICE

U. S. POSTAGE
PAID
DETROIT, MICH.
Permit No. 5548

Howard E Kilborn 906 Bauman Ave Austin Minn



This is the season when motorists make up their minds in a hurry. They take off on picnics, fishing trips, week-end jaunts, or just plain old ordinary summer evening drives. For fullest enjoyment of these quick trips, a properly conditioned car is a must. Let us keep your Nash Airflyte in tip-top shape all the time.

## ENSTAD NASH, INC.

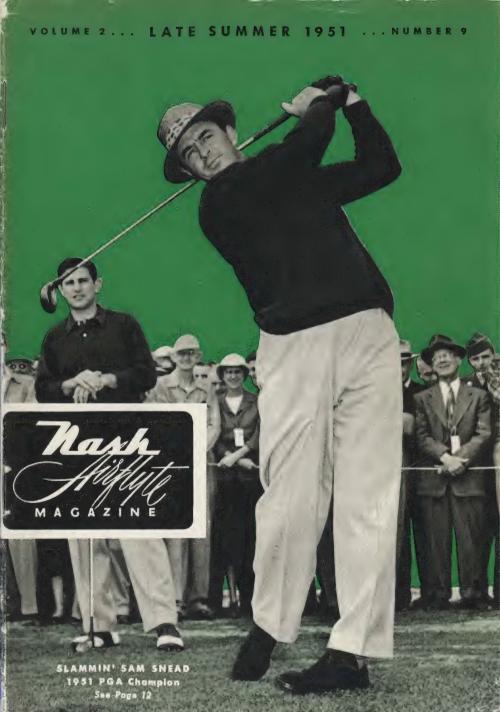
1327 Oakland Ave., W.

Austin, Minn.

Phone 9639

More For Your Cash at Enstad Nash

14-5



LATE SUMMER . 1951

VOL. 2



NO. 9

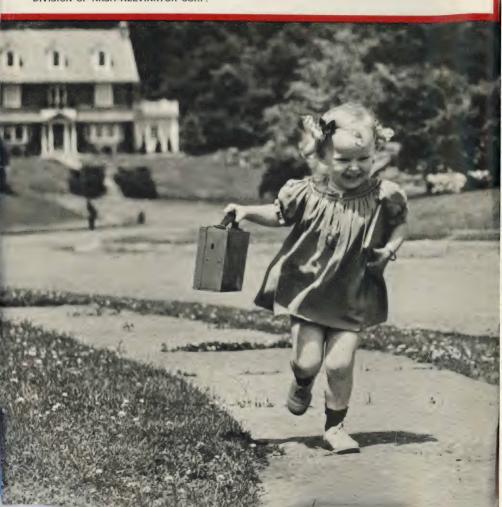
Editorial Offices: 431 Howard St., Detroit 31, Mich.

Published by and distributed with the compliments of your Nash Dealer.

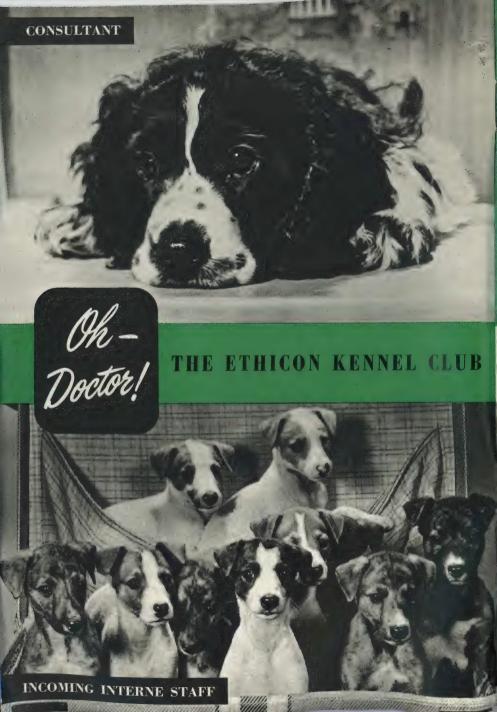
COPYRIGHT 1951 • NASH MOTORS
DIVISION OF NASH-KELVINATOR CORP.

#### FEATURED IN THIS ISSUE

Ethicon Kennel Club	
World's Largest Game Bird Refuge Page WHO'S WHO Among Nash	8
Owners	23
"Slammin' Sam" Page	12
Favorite Eating Place	18
Atomic PolicePage	20
Smiles Along the Road Page	24
Golden Midgets Page	26
Helpful Hints from Nash Owners Page	28









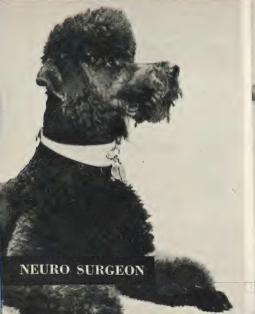
Here are 12 of the 21 pictures of "Man's Best Friend" shown in the "Ethicon Kennel Club," published by Ethicon Suture Laboratories, Inc., New Brunswick, N.J. It was called to our attention by several doctors who are Nash Owners—and is reproduced by permission of Ethicon. See if you agree with the assigned medical classifications

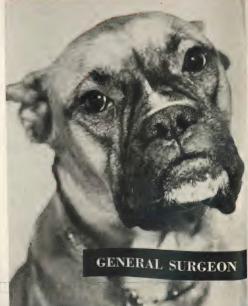


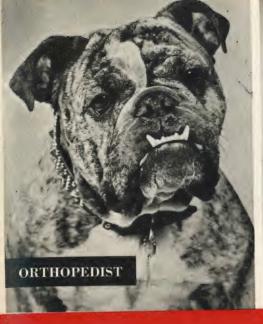




Free copies of the complete booklet are available to members of the nursing, hospital and medical professions on request to Ethicon Suture Laboratories

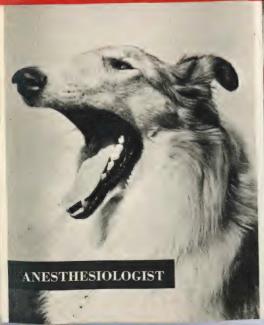








Leading photographers Bob Hanks, New York; Harold Lambert, Philadelphia, and Kay Simmon, New York, took the pictures of the dogs







The noise is deafening at Bear River Migratory Bird Refuge in Box Elder County, Utah. It is deafening but sweetly wonderful to ears hungry for duck calls, geese cackling, and the screams and wild cries from a million feathered throats.

You frantically wish for eyes all over your head, so that you might see all of the wonderful, glorious sights of birds wheeling, dipping, flapping, swimming, diving, and other delightful stunts while massed in migration.

Whether you view this marvelous wildlife spectacle with the eye of a sportsman, camera-hound, or just an esthetic traveler, you will be enchanted and thrilled with this great

western country of the Wasatch and Promontory Mountains, with its marshes and water, and alkali.

As long ago as 1828, Jim Bridger, claimed to be the first white man to see the Great Salt Lake, reported millions of geese and ducks at the mouth of the Bear River in Northern Utah, John Charles Fremont, intrepid explorer of the early West, wrote in 1843 of the noise like thunder that came from the delta of the Bear River where birds made black clouds in the skies. In the autumn of 1849, Captain Stansbury described looking over Bear River Bay that was covered with immense flocks of ducks, geese and swans as far as the eye could reach.

Thousands upon thousands of ducks, geese and shore birds are at home on Bear River Migratory Bird Refuge





Snow geese from the Arctic are only one of the 170 different kinds of birds at the famed Refuge

But by 1850 the Indians were yielding their hunting grounds to the colonization of the white man. Those adventurers of the mid-nine-teenth century, the gold-rushers, fur trappers, and homesteaders had discovered a new land full of promise.

Bear River was diverted for irrigation. Heading in the Uinta Mountains, it supplied water along its 600-mile length through Wyoming, Utah and Idaho, where it finally emptied in the Great Salt Lake.

As a result, a prolific wildlife source was depleted. Just as the Passenger Pigeons were decimated in the East and Midwest, so was the waterfowl of the Bear River Delta exploited. It has been reported that between the years 1877 and 1900, 200,000 ducks were killed annually, on the Bear River marshes for the eastern markets.

Then disaster inevitably visited these lush breeding grounds of the Honkers, the Redheads and Pintails. As the water disappeared, drying up large expanses of the marshes, a serious malady struck the birds. It was so deadly it killed over half a million ducks, geese, and shore birds.

The disease, now known as Western Duck Sickness, was undetermined, but attributed largely to the lack of fresh water, and saline poisoning.

Then in 1928, the Bear River Migratory Bird Refuge was established by a Special Act of Congress, on the delta land of the Bear River where it enters Great Salt Lake. The Refuge was created primarily for the protection and propagation of bird life, particularly

(continued on page 10)

An estimate of the bird population on the 64,000-acre refuge is made from an airplane twice a month throughout the year





Pintails, shown here, lead in numbers killed each autumn during duckhunting season. Green Winged Teals are second, and Shovelers, third

#### (continued from page 9)

shore birds and waterfowl, and to curb the heavy losses from Western Duck Sickness.

The 64,000-acre refuge is divided into five independent units. Each unit contains about 5,000 acres of land. The flooding, or holding, of water within the units is accomplished by heavy, earthen dikes. To regulate the river-flow and to divert the water into the various units, a dam was built across the river. There are about 50 water control structures of various sizes that regulate the water supply through canals and channels. Although Western Duck Sickness is still an enemy, it has been successfully attacked.

The dikes vary from two to six feet in height, with graveled beach lines and roadways. The outside dike is about 20 miles in length, constructed in a semi-circle around

the river delta. Twelve miles of these graveled roads are open the year around to sightseeing.

Within 15 years after the creation of the world's largest game bird refuge, there was a heartening increase in bird life. The Canada Geese were coming back by the hundreds, and then thousands. Ducks by the thousands were using the marshes as resting and feeding places in spring and fall migrations. Shore birds had returned, along with terns, gulls, long-legged egrets and long-billed curlews.

Today, Bear River Refuge is crowded with 170 species of birds, from white Pelicans to tiny Marsh Wrens and from Whistling Swans to Grebes. At one count, 2 million birds were polled in September at the peak of migration! And this figure was considered low. The exact numbers are never likely to be known, but without doubt they would be a staggering figure.

The slightly upturned bill of the Avocet is a distinctive characteristic of this black - and - white, long-legged bird





One can well understand why Mr. R. L. Odland of Beach, North Dakota, is such an outstanding figure in Golden Valley County.

In 1906, Mr. Odland homesteaded in this county, and since then he has been interested in civic affairs. On January 1, 1951, he completed 34 years as County Commissioner. He is a member of the North Dakota Public Welfare Board.

Along with attending to civic duties, Mr. Odland is kept busy on his 1,920-acre farm, located 12 miles north of Beach, N.D., on State Highway 18. He raises wheat and cattle.

One of Mr. Odland's hobbies is maintaining his own farm machin-

ery. He has a complete machine shop, and spends many hours in it.

The Odland Dam on his farm covers 750 acres of land, and has been stocked with many fish—blue gills, sunfish, bass, and crappies. It is the only dam for miles around, and during the summer crowds of people gather there to fish.

The Odland family has recently completed a summer cottage along the shore of the dam, and now spend many happy hours there.

Mr. Odland's first car was a 1910 Rambler, which he still owns. Since that time, he has owned 14 different models of Nash cars. At the present, he is driving a 1948 model, and owns three other Nash cars—1935, 1942, and 1947.



His putter had let him down—and he was six strokes off the pace without a chance of winning the 1951 National Open. It was the final round . . . and he didn't stand to land among the first five.

But you wouldn't believe that he was out of the running, for following on his heels was a huge gallery that "oh'd and ah'd" his every shot.

Yes, there's a certain touch of magic in P.G.A. Champion Sam

Snead, whose Nash Rambler Convertible is a familiar sight at every major golf event. That magic lies in his miraculous power—the beautiful rhythm of his swing—in his incredible shots from trouble.

One of the nation's greatest golf authorities, watching Sam Snead hit a shot, said: "There's not another swing like his—and never has been. There isn't a golfer in the world who wouldn't steal it if he could"

Newspaper sports writers have played up some of Sam's spectacular "blow-ups" to the point where some sports fans might overlook his successes. No other golfer hit the top of his game so quickly—or kept on top so long. He is



Sam Snead's Nash Rambler Convertible is a familiar sight at major golf events the man to beat in every tournament he enters. If he doesn't win, it's news!

Snead's start in golf was so romantic that it has become one of the game's quaintest legends—the story of the mountaineer lad who cut crooked sticks with his jack-knife and used them to larrup stones around the hillsides. His natural adeptness prompted an older brother to give him a cast-off golf club, and a star was born.

While there might be just a touch of fiction in that tale, there's nothing but hard facts in the record book to tell what happened later. Once the determined excaddie strayed out of his native hills, he became one of golf's most popular personalities and the most consistent winner in the annual romp around golf's golden circuit.

The fans like Sam and always have since he first was unveiled on tour in 1937. He attracts them with his tremendous drives which are the longest in the game, entertains them with droll wisecracks, and keeps them in perpetual suspense wondering if he can maintain his blistering pace.

Sam has a sense of humor that allows him to go along with the gag about his putting ailments. "Sometimes I have putting yips, and sometimes they're so loud that they're really yaps, and sometimes I kick those yips so hard they shut up altogether," he says. The truth is, his brother pros regard him as one of the game's better putters.

He has won 66 major tournaments, including every big one outside of the Open—the Masters, the

(continued on page 14)



(continued from page 13)

British Open, the World's championship and then his third PGA crown in July at Oakmont. Going into the final match, he was seventeen strokes under par. He then climaxed his sensational performance by beating Wally Burkemo seven up in the final.

Golf experts and his fellow pros speak of him fondly. To them his swing, so natural and graceful and powerful, is a sight of sheer delight. It is the greatest swing in golf. And, his record explains the rest.

He has been a member of six straight U. S. Ryder Cup teams, including the one which will battle the British this fall. Three times he has won the Vardon Trophy for posting the lowest stroke average, his 69.37 in 1950 being a full stroke better than his nearest rival.

Probably the most persuasive proof of Snead's greatness is his estimable status in the financial end of golf. His \$35,758.83 winnings last year were an all-time record for collecting prize money. It was the third time he'd led the lineup at the cashier's window and the eighth time in 14 years that he had been among the first five.

According to his fellow pros, Sam quickly cashes all prize checks and buries the money in tin cans back in the mountains.

"That's just a crazy story, and I wish they'd stop saying such things," Sam complains. "First thing you know some fool is going to come around and start digging for money in my backyard—and he might find it."

Here shown blasting out of a sand trap, Snead is noted for his incredible ability to shoot his way out of trouble





## CAUSES AND QUICK CURES FOR COMMON FAULTS

(Pages 71 and 72 of "HOW TO HIT A GOLF BALL" by Slammin' Sam Snead. The book may be purchased at all book stores, or direct from Hall Publishing Co., East Lansing, Mich.)

Here are a few ways quickly to check yourself up when a fault suddenly develops in your game. The reason may be found in the list below. But it may well be because of some entirely different error you have fallen into—or a combination of them. So, if the fault persists, don't waste time. Have a pro check your game right away. He'll probably straighten you out in a jiffy.

SHANKING—This is caused by a hurried backswing and downswing and also by forcing extra distance from a club. To avoid this, take your time in swinging, keep your wrists and arms relaxed and don't press the shot. Keep the hands in close to the body on the swing.

PUSHING—Chief reason for pushing a shot is an incorrect stance. The pushed shot travels in a straight line but to the right of the intended line. Check your stance—it may be closed too much. Use a square stance.

**PULLING**—This is the opposite of pushing. Here, your stance is probably too open.

TOPPING—This aggravating habit comes from several sources. When the golfer tries to scoop the ball into the air with the club, he generally applies body action or wrist action which draws the clubhead out of its intended path. Thus, the club strikes the ball on the upswing, resulting in a topped shot. Don't scoop the ball—let the loft of the club face lift the ball for you.

WHIFFING—When you miss the ball entirely, you probably lifted your head too soon. This is an aggravated case of topping in which you don't even touch the ball. Keep your swing in its smooth pattern

and keep your head down and your eye on the ball.

SCUFFING—The common cause for scuffing is an attempt—conscious or otherwise—to scoop the ball up into the air. The result is a striking of the ground behind the ball first and then hitting the ball. The cure is to hit the ball "on the downswing" and let the club face do the lifting.

SLICING—The most common cause of slicing is drawing the clubhead across the ball from the outside in. This is in turn caused by too wide a stance or too weak a left hand. Check your stance before addressing the ball; see that the clubhead is started back inside the line; make certain your left side is completing the furn with the weight shifted to the right leg on the backswing; keep the left hand and arm dominating the backswing and start of the downswing. Check your grip.

HOOKING—A hook is produced when the club face is drawn across the ball from the inside out. Check your grip and stance. Make sure you are not adopting any of the habits of the intentional hook. Open your stance slightly and make sure the left hand is not throwing the club away from the body on the downswing.





Besides room for six passengers, the "Country Club" has a 14½ cubic foot luggage compartment. The curved 3-section rear window has an area of 5½ square feet. Eye-level visibility all around is featured, with more than 17 feet of clear glass including a curved one-piece windshield. The interior is styled in luxurious new fabrics.





Nash Motors' Rambler "Country Club" hardtop convertible is a completely new luxury model with huge "full-vision" windows. The trim luxurious sedan, styled like a convertible, has integrated "Airflyte" construction with the added safety of an all-steel top. Design of front, side and rear windows gives increased visibility. Styling is highlighted with sweeping front-to-rear fender lines, broad, low hood for increased visibility and a low center of gravity.

The factory delivered price includes about \$300 worth of custom appointments, such as: Weather Eye conditioned air system, radio, special upholstery, electric clock, courtesy lights, directional signals, foam cushions and other deluxe features.



## RED BRYAN'S SMOKEHOUSE...Dallas, Texas

"Let's all go to Red Bryan's!" has become a favorite chant among residents of Dallas and their guests. Here, jovial, William Jennings "Red" Bryan holds forth as king of the barbecuers.

Big Red, in his new rustic, ranch style dining establishment serves a toothsome basket of barbecued spare ribs "in the raw" that will leave you declaring solemnly that you won't need to eat for a week.

Just name the meat and Red has it ready . . . whole chickens, choice pork, or juicy hams with savory sauce that tingles.

And therein lies the secret of Red's success—it's the barbecue sauce, straight from the range country with all the spice and flavor of the wide open spaces. Red has blended and mellowed the tangy stuff to suit urban tastes, and the customers always come for more.

Bryan's Smokehouse, as it is known, is fast becoming the meeting place of out-of-town guests who want to taste southern style barbecue as it is supposed to taste. The four-room dining establishment with its cattle scene murals, ox yoke benches, and wagon wheel chandeliers is saturated with informality and friendly good cheer.

Barbecuing came natural to Red as he watched his father prepare tons of tasty beef while working for various eating places in Dallas. But Red wanted his own place. So in the blackest days of the depression—1930—the Smokehouse had its humble beginning in a sheet metal shack on Jefferson Avenue. Today that same property with its new rambling ranch style building is valued at over \$200,000!

It's crowded at the Smokehouse from morning 'til midnight, and the doors are closed only five hours . . . from 1 a.m. until six a.m.

For atmosphere, friendliness, and the best barbecue in the Southwest, be sure to look up Red Bryan and his Smokehouse.



Deep in the heart of Dixie, and squarely in the center of the Mississippi Delta, world's foremost cotton-producing section, Mr. J. W. Hayles plies his trade as a cotton buyer. He has lived nearly all his life in Cleveland, Mississippi, and possibly the first word he remembers hearing, after the usual "Mama" and "Daddy" was "cotton." For here cotton is king. As the cotton crop goes, so goes the standard of living in this section.

After graduation from the University of Mississippi in 1940, Mr. Hayles went into the service where, in the 9th Air Force in England and Germany, he served as Squadron Intelligence Officer in a B-26 squadron. He was released from active duty in 1945 as a Major.

Upon leaving the Air Force, Mr. Hayles and a former Air Force buddy returned to Mississippi to engage in cotton farming near Cleveland, but after three seasons as a "planter," he decided to turn to the highly-specialized field of cotton-buying. In a branch office of Anderson-Clayton & Co., the

world's largest cotton buying firm, Mr. Hayles is learning the ropes from his father, who has had 21 years' experience in the business. A good cotton classer can tell at a glance the exact grade and staple, or length, of the cotton fibres he is sampling. Pulling and separating the fibres between the fingers, he lays them along his thumb and determines the length of the sample.

For the past two years, Mr. Havles has driven the 1949 Nash 600 Model with which he is shown here. The car now has over 70,000 miles to its credit, with a good percentage of them over the rough gravel "turn rows," ditches and furrows of the cotton country. Despite this rough treatment, he says his Nash 600 is still rattle-free and consistently delivers well over 20 miles to the gallon. "It's the ideal farm car," says Hayles, who has used it to haul tractor parts, seed, fertilizer and other farm supplies. It is his "fishing companion," too, with its roomy interior and large trunk to accommodate his fishing gear.



Several hundred American civilians are doing one of the most important national security protective jobs in the entire country. Twenty-four hours a day, every day, they assure top security to one of the tiniest, mightiest counties in the United States: Los Alamos, head-quarters of the U.S. Atomic Energy Commissions' Santa Fe operations office.

Known simply as the Protective Force, a section of the Los Alamos Security Branch, these men maintain a constant vigil over 70,000 acres of rugged New Mexico terrain. All have been specially instructed in their own school. Here they are taught skills ranging from sabotage detection and judo to handling machine guns and tanks. Each man has also been given special training in guarding atomic energy installations.

The Protective Force is comprised of World War II veterans, many with police experience. All are federal employees selected after rigorous screening tests and mental and physical examinations. In order to stay on the Force, every man must continue to get top honors in periodic examinations.

It is the duty of the Protective Force to guard the laboratories, man the gates to the city, patrol the high wire fences and guard towers, and patrol every inch of Los Alamos County. Each member is responsible for detecting and preventing subversive activity, sabotage, destruction, espionage, or any other illegal act which would in any way interfere with or cause atomic information leakage.





One of the Protective Force officers stands guard at the West Gate entrance. Entry is by permit only

A squad of Protective Force inspectors stands inspection before going on duty. Note the quick-draw holsters

Protective Force inspectors are constantly alert and ready for action.

Tanks are used to command the approaches to Los Alamos





Two Protective Force inspectors simulate a search-check of a suspicious person near the laboratories A perimeter patrol guard—one of the force that patrols the 70,000 acre project area—inspects tire tracks





## BISHOP NEWELL S. BOOTH Atlanta, Ga.

Bishop Newell S. Booth of the Methodist Church has spent the last 21 years in Africa as a missionary. Elected a bishop six years ago, he recently visited the United States to attend meetings of the Council of Bishops and the Board of Missions and to "recruit" missionaries for service in his far-flung territories.

He makes his headquarters in Elizabethville in the Belgian Congo but has supervision over Methodist activities in the Congo, Angola, Portuguese East Africa, Southern Rhodesia and the Union of South Africa.

Before leaving Africa on his latest visit to America, he ordered his second Nash . . . a model 68 Ambassador . . . through a dealer in Elizabethville. It was delivered to him upon his arrival and will be shipped to Africa when he returns.

"My territory takes me over some 10,000 miles," the Bishop said. "I travel quite a bit . . . usually in my Nash. I frequently sleep in it when I'm out in the country."

As for lions, he reported that mosquitoes are far more troublesome but with screens in the car windows, even the mosquitoes don't bother very much.

A native of Belchertown, Mass., Bishop Booth received his A.B., S.T.B., and S.T.M. from Boston University and his Ph.D. from Hartford Seminary Foundation. He held charges in the New England Southern Conference which he left to serve in a missionary capacity in Africa.

He is an ardent stamp collector and an enthusiastic amateur photographer. His wife, Mrs. Esma Rideout Booth, accompanies him on his travels, and is currently readying a manuscript which she has written and expects to have published soon.





## SEND ALONG A LAUGH

Share it with Nash Airflyte readers and be richer by five dollars. Nash Airflyte pays five dollars for each Smile Along the Road contributed by a reader, and selected for publication. All contributions become the property of Nash Airflyte and none will be returned. Let us hear from you. Send your contribution along to Nash Airflyte Magazine, 431 Howard St., Detroit 31, Mich.

#### On Your Way

This sign was erected by a farmer who apparently tired of answering the same question over and over.

> Mrs. M. Fithian Tottenville, New York

#### Question and Answer

One sign along the road on a Kansas Highway reads—

Where Will You Spend Eternity? About 100 yards farther along is one reading—

Dalton Gang Hideout . . . 15 miles . . . Free Zoo . . . Information.

H. E. Chrisman Liberal, Kansas

#### **Prayer From the Pew**

Now I lay me down to sleep; The sermon's long and the subject deep;

If he gets through before I wake, Someone give me a gentle shake.

> Mrs. Celia Wells Blackwell, Oklahoma

#### Variation

Sign seen on the back of a honeymoon car:

Till Draft Do Us Part!

Mrs. Maynard S. Green Woodville, Wisconsin

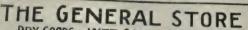
#### Soft Foods?

A dining room displayed this cau-

NO CALORIES ALOUD Please Diet In Quiet.

B. Barto Lakeland, Florida



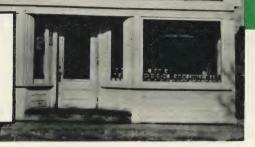


DRY GOODS . WET GOODS . CAN GOODS

#### No Misunderstanding

This photo is of a small store in York Village, Maine.

Robert Jeeves Portsmouth, N.H.



#### **Rueful Request**

Be careful when you ask Madame to please remove her hat— Her hair-do may be pompadour, instead of sleekly flat.

Irene M. Boylan Worcester, Mass.

#### **Evolution**

A sign in a small Idaho cafe reads: Love begins with woman in a

Love begins with woman in a man's arms, and ends with a woman's arms in a man's sink.

Seletha A. Brown Longmont, Colorado

For the Finest in Listening Pleasure

> Nash Airflyte Radio



Wherever you drive . . . in city streets or country highways . . . you get the finest in radio performance with this superb, high-powered receiver. It brings you crystal-clear reception, balanced tone control and fully automatic tuning. It is engineered especially for your Nash and designed to match the smart Airflyte car interior. Can be equipped with either the vacuum or manual control antenna. We'll be glad to demonstrate the Nash Airflyte Long Distance Radio.



The showroom is always of great interest to visitors to Grassyfork Fisheries. In addition to goldfish, water lilies and other aquatic plants are displayed

Golden Midgets
by J. HOWARD FLORY BUT ON A SHOW

Near Martinsville, Indiana, southwest of Indianapolis, a continuous show is in progress, playing to as many as 300,000 spectators a year. The "actors" numbering into the millions, perform in 350 acres of water for the edification and amusement of visitors.

Operations are on a production line basis. Here the goldfish are transferred to sorting pools, preparatory to the grading operation



The "theatre" is the 1,500 acre farm of Grassyfork Fisheries, world's leading producers of goldfish. Here one may observe the life of the shimmering mites from birth to death—all in an hour or two.

In 1899 Eugene Shireman had a swampy farm and an idea. Starting with 200 goldfish, he now markets them by the millions, a staff of 125 people being required to care for them. These "golden midgets" are at home in 645 separate ponds which are fed by natural springs.

Paradoxically, goldfish are not gold in color at birth. They change color at a certain stage in their growth, usually by the end of the first year. A small per cent never change and are sold for fish bait. As in other forms of animal life freaks are found at times—for instance the goldfish which turn out silver. The folks at

Grassyfork are still looking for a pure albino. Perhaps the most famous freak was the Liberty Bond specimen of red, white and blue. This fellow was used widely in bond drives during World War I, and was valued at \$10,000.

They grow them big and healthy at Grassyfork. A mite which could swim in a thimble soon after birth reaches 8 inches in a few weeks, attributable largely to scientific care and feeding. When born they are given a diet of powdered egg yolk, followed later by hominy hearts. Breeders have been known to reach 12 years of age and the female may lay 75,000 eggs yearly.

Tourists are always intrigued by the "maternity wards" (hundreds of wooden-framed boxes filled with spanish moss held in place by wire webbing). These boxes are placed in the water around the edges of 80 ponds in preparation for the multiple "blessed events." The female deposits the eggs, transparent spheres resembling tiny pearls, into the moss. After they are fertilized by the male, they cling to the nests of moss. Later, the moss is taken to one of the 216 concrete tanks where the hatching takes place. Two ponds in which no fish are found are reserved for the production of DAPH-NIAE (water fleas) which are fed to the very young fish.

At Grassyfork, visitors never tire of studying the habits and antics of the many types of goldfish against a congenial and appropriate background. Here are red telescopes, red fantails, spotted calicos, long-

The fish are carefully graded according to size before being shipped

tailed comets, Japanese nymphs, and even the rare Black Moors.

After careful sorting and counting the fish are shipped to all parts of the country and the world. This is one business which is big, and yet retains a world of color and fascination for those who stop off at this spot in the Hoosier state.

Little did Rear Admiral Daniel Ammen of our navy suspect, in 1878, when he brought the first gold-fish here from the Orient, that he was laying the groundwork for a phenomenal project—where young and old can share the wonders of "flowing gold."

After grading, the fish are counted for shipment





We invite your contributions to this page. If you have a favorite way of performing some ordinary household task, or have discovered a short-cut in the performance of some chore, send it along; it may be worth money. Nash Airflyte Magazine will pay five dollars for each contribution published. Address all contributions to Nash Airflyte Magazine, 431 Howard Street, Detroit 31, Michigan.

Apply a piece of adhesive tape to the wall before driving picture nails and hangers and the plaster is not likely to crack or chip.

Mrs. Robert A. Schram Milwaukee, Wisconsin

When sending coins through the mail, tape them to a strip of cardboard with cellophane tape to prevent their slipping around in the envelope.

S. C. Clark Newtonville, Mass.

To mend small holes in linoleum melt a bit of wax crayon the same color as the pattern and pour it in the hole. When it is smoothed, cover with a coat of shellac.

> Mrs. W. E. Grady Kokomo, Indiana

A coat of colorless varnish two or three times a year applied to wire clothes lines will usually keep them from rusting and thus staining the clothes.

> Donald Shilt Hamilton, Ohio

An entertaining trick for children's birthday parties is to cover

the table with white paper and furnish each child with crayons. Invite each guest to color his area at the table with a picture and later serve refreshments on the self-designed table cloth.

Gladys K. Powell Greely, Colorado

Giving your bathroom walls a Turkish bath before cleaning or painting will ease the job. Close the doors and windows and fill the bathroom with steam from the hot water faucets. This helps to loosen dirt and grime on the walls and woodwork.

Mrs. William E. Brown Williamsport, Pa.

A simple way to preserve the glitter of costume jewelry and prevent dark marks on the skin is to give the jewelry a coating of colorless finger nail polish.

Mrs. Earl E. Keith Cambridge, Ohio

When carrying knitting needles or scissors in a bag, press small corks on the points to prevent them breaking through the material.

Mrs. Roy Topper Pittsburgh, Pa. When packing a cake to be carried in a box, stick toothpicks into the tops and sides of the cake. Then wrap wax paper around it; it will touch the toothpicks but not the icing. This keeps the icing from sticking to the paper and box.

Mrs. Howard Baldwin Tarrington, Conn.

Keep a padded covered brick in the sewing room for pinning down any material that needs to be held taut while hand work is being done.

> Mrs. Irene Garley Newcastle, Pa.

Slip a wooden clothes pin through the twine of a heavy shopping bag or bundle to form a handle for easy carrying.

> Dorothy Laughlin Bremerton, Wash.



One can easily make a small screw driver from an old key by filing the end of it flat. It can then be carried on your key chain—always ready for emergency use.

> Mrs. Roy Fleeman Clairfield, Tenn.

Paint one half of your "darning egg" black and the other white. This makes it easier to darn either light or dark socks and saves eyestrain.

> Margery Burosh Whiting, Ind.

# Portable TROUBLE LIGHT



You'll find this handy trouble light is a lifesaver when it is necessary to work around your car in the dark. Just plug it. into the cigar lighter socket and you can stretch its 12-foot extension cord to any part of the car. The heavily magnetized base holds the light securely in any position on metal.



What a lot of conditioning it takes to keep the modern human cool and comfortable when the sun is doing its best to blister and bake. Lighter clothing and less of it, cool drinks, air conditioning, shady and less of it, and sun bonnets . . . all help us pools, straw hats and sun bonnets . . . all help us cool off and beat the heat.

Your car will repay you generously in good performance if you're careful about its hot weather conditioning. Be sure that Nash service mechanics that a chance to inspect the cooling system, brakes, have a chance to inspect the cooling system, brakes, tires and battery. Lubrication is extremely important in hot weather and always have your Nash conditioned by Nash mechanics . . . the men who know it best.



HOT WEATHER ONDITIONING

# Your Car Needs It Too!

- ★ COOLING SYSTEM
  CHECK-UP
- \* TIRE AND BATTERY INSPECTION
- \* BRAKE ADJUSTMENT
- A COMPLETE LUBRICATION



U. S. POSTAGE PAID
DETROIT, MICH.
Permit No. 5548

Howard E Kilborn 906 Bauman Ave Austin Minn



# This Peace of Mind...

The summer months bring with them a peace of mind and a spirit of relaxation that is especially enjoyable when you drive. We suggest the importance of not relaxing to the extent that necessary car services are postponed or skipped. Let us keep your car in good condition.

## ENSTAD NASH, INC.

1327 Oakland Ave., W.

Austin, Minn.

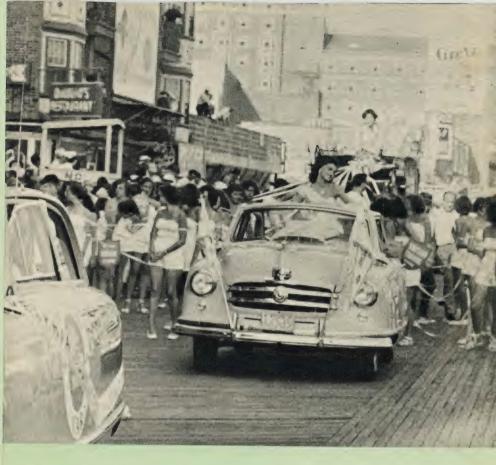
Phone 9639.

More For Your Cash at Enstad Nash

14-5









#### LATE FALL 1951

Volume 3 Number 1

Editorial Offices: 431 Howard St., Detroit 31, Mich.
Published by and distributed with the compliments of your Nash Dealer.
COPYRIGHT 1951 • NASH MOTORS DIVISION OF NASH-KELVINATOR CORP.

#### FEATURED IN THIS ISSUE

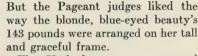
Miss America 1952 Page 4	Yesteryear in York State Page 18
Who's Who Pages 7, 11	Nash Owners Forum Page 20
Television Goes Coast to	Favorite Eating Places Page 23
Coast Page 8	Helpful Hints from Nash
Strong Legs Run That Weak	Owners Page 24
Legs May Walk Page 12	The Nation's Flowerbasket Page 26
A Mechanical Pin Boy Page 16	Smiles Along the Road Page 28

# Miss America 21952

"I don't know how it happened. I thought I was too darned tall."

Those were the first words of Colleen Kay Hutchins, 25, of Salt Lake City, Utah, when she was named Miss America 1952 at the close of the 30th Miss America Pageant contest in Atlantic City.

The stately, new beauty queen is tall—she stands five feet, 10 inches.



The Utah beauty was crowned Miss America September 8 at the conclusion of the five-day Pageant in which 51 girls sought the coveted title and crown.

Colleen expects to do graduate work and seek a stage career following her reign as Miss America. She is a graduate of the University of Utah. She did a scene from Maxwell Anderson's "Elizabeth, the Queen" in talent competition and with her fine acting won a preliminary contest victory. (Preliminary contests include talent, bathing suit and evening gown.)

Runners-up to Colleen were Miss Indiana, Carol Mitchell of Rochester, and Miss North Carolina, Lu Long Ogburn of Smithfield. Fourth and fifth places were taken by Miss Arkansas, Charlotte Simmen of Little Rock, and Miss Florida, Mary Elizabeth Godwin of Gainesville.

To Miss America 1952 went a new Nash Ambassador and a \$5,000 scholarship that will enable her to



This is the big moment. Miss America 1952 receives the congratulations of Arthur Broll, Pageant president



Miss South Dakota used a Nash Rambler convertible while in Atlantic City, as did the other 50 contestants

continue her dramatic studies.

Nash is one of the principal contributors to the \$26,000 scholarship fund of the Pageant. In addition to the \$5,000 Miss America scholarship, the first four runners-up for the title were given scholarships of \$3,000, \$2,500, \$2,000 and \$1,500. Twelve other girls won \$1,000 scholarships each.

All of the contestants were provided with Nash Rambler convertible sedans as official cars during the five-day event. And, of course,

(continued on page 6)

Miss North Carolina, Miss South Dakota and Miss Arkansas were the finalists in the bathing suit trials



(continued from page 5)

Miss America 1952 has her Ambas-

sador for keeps.

Some 40,000 tense spectators watched the climax of the week of preliminary tests. The field had been screened down to 16 finalists and then narrowed to the five girls representing Utah, Indiana, North Carolina, Arkansas and Florida.

Miss Utah emerged as winner of

the coveted crown.

On hand to congratulate the new Miss America was Miss Sweden, Anita Ekberg of Malmo, and Miss America 1951, Yolande Betbeze. In addition to beauties from the United States, lovely-to-look-at girls from

Miss Indiana (Carol Mitchell of Rochester) does a freehand sketch as part of her talent presentation that also included dancing puppets Puerto Rico, Hawaii and Canada also took part in the competition.

The new Miss America measures up to those who wore the crown before her. She's all that is wholesome in today's young women. She attributes her health, beauty and happiness to a clean and healthy life, proper food and rest and an optimistic outlook on life.

She loves to sew and paint. And her favorite sport is swimming. (She swam the 100-yard backstroke in the 1947 national AAU swim

meet.)

That's the nation's new beauty queen—Miss America 1952.

Pretty Miss West Virginia (Phyllis Lee Walker of Charleston) in the evening gown competition, one of the three phases of the Pageant





#### Math Malisheske . . . Human Dynamo

If energy and ambition could be measured in terms of dollars, 52-year-old Math Malisheske of St. Cloud, Minn., could retire. For besides holding his job with the Great Northern Railroad he serves as mayor of a growing city of 28,400.

Elected in 1948, Malisheske virtually lives for civic work. Under his leadership the town has passed a law against objectionable litera-



ture, obtained a new street lighting system, built a railroad underpass, passed re-zoning ordinances and is rebuilding its streets.

"The highlight of my life," the mayor says, "is my European trip in 1949." While on the continent Malisheske made a good will tour to St. Cloud, France, traveled to the edge of the Iron Curtain, spoke over the German radio and assisted the military government with its reorientation program.

The mayor's city made national news some time ago by "adopting" Mellrichstadt, Germany in an "Operations Democracy" program.

For recreation the Malisheskes like nothing better than traveling in their two Nash cars, one of which is a '51 Ambassador. The mayor still talks about a recent 3,300-mile trip on which he spent only \$35 for gas. He is especially enthusiastic about the twin bed feature. "I wouldn't be without it," he says.

Malisheske receives keys to his new Nash from Dealer Earl Litchy

# TELEVISION goes Coast to Coast

By ANDY WILSON, Detroit Times

Long-awaited coast-to-coast television is now a reality.

To Eddie Cantor went the distinction of being the first entertainer to be TV-beamed from west to east.

On September 30 the coast-to-coast televison relay system was ready for commercial broadcasting, and already the networks have made plans to televise some of their biggest shows from the Hollywood stages and studios.

The recent televising of the signing of the Japanese peace treaty in San Francisco was rather like a test—a test so successful that the big networks immediately got ready to put on their shows from Hollywood.

Television actually spanned the United States for the first time September 4 when President Truman opened the peace treaty conference in San Francisco.

The quality of the reception was as good as local programs. The President's potential audience was estimated by network officials at more than 40,000,000 persons.

The transcontinental network was opened a month ahead of schedule at the request of the State Department to televise the conference.

Many entertainment figures say that Hollywood will become the television capital of the world.

NBC plans to put on all Cantor's shows from Hollywood. Also the Red Skelton, Donald O'Connor and Abbott & Costello clambakes, along with Tony Martin's show and those of all the others who live in the movie town.

With TV coming in from the coast more Hollywood holdouts may get into it. But since the winter schedules were drawn up during the summer few new faces are scheduled at this time.

In fact, most of the new shows announced for premieres are with TV veterans. Television is new enough to give a person a "veteran" status after one season of work.

In addition to such sports classics as the East-West game, the Rose Bowl game (and parade) and the World Series, the networks have scheduled such shows as:

"Mr. District Attorney," Lucille Ball and Desi Arnez in "I Love Lucy," Dennis James in a new version of "Okay, Mother" called, strangely enough, "The Dennis James Show." Eddie Cantor was the first entertainer to be televised coast-to-coast

Rudolph Halley, the hero of the Kefauver hearings, is commentator on "Crime Syndicated" over CBS. Kate Smith has moved into night time television on NBC in competition with Arthur Godfrey.

The Du Mont Television Network will use the transcontinental facilities on an occasional basis only. A coast-to-coast telecast of the East-West game in San Francisco has been definitely scheduled by Du Mont for December 29.

"See It Now," a TV counterpart of "Hear It Now" on radio, also is going out from CBS studios.

When facilities on the new transcontinental network are adequate and local stations can clear time on the air, the Nash-Kelvinator Paul Whiteman TV Teen Club telecast from Philadelphia will be presented



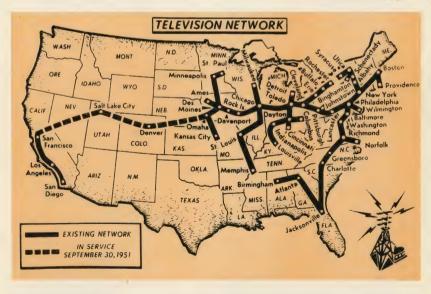
to viewers along the Pacific Coast.

Eastern and Midwestern states are now scheduled to see their favorite shows at the choice early evening hours, and if they originate in Hollywood the persons out there can expect to watch them in the late

afternoon time slots.

Cantor's show, for example, is scheduled for a 5 p.m. PST telecast which makes it the usual 8 p.m.

(continued on page 10)





On New Year's Day, the annual Rose Bowl grid classic, granddaddy of the bowl games, will be TV-beamed from Pasadena, Calif.. across the nation

#### (continued from page 9)

EST. Californians won't like it, but there isn't much they can do about it, except set the supper table in the living room.

The transcontinental micro-wave relay link means that 95 out of every 100 TV homes in the United States henceforth can be served by "live" telecasts.

Based on preliminary estimates for September 1, there were 11,360,000 TV sets installed in the present 48-city interconnected area.

The linking of Los Angeles, San Francisco, San Diego and Salt Lake City provides 1,380,000 added sets, leaving only 710,000 sets elsewhere in the U.S. not served by direct network facilities.

It is estimated that 13,271,700 television receivers were in the hands of the public as of August 1.

And TV set owners aren't too concerned with the speculation over whence the shows are coming. The TV viewer just wants good shows.



When facilities are available, Paul Whiteman's N-K TV Teen Club television show from Philadelphia will turn westward

#### A Man of Many Hobbies

#### FREDERICK PHILLIPS

Williamsville, N.Y.

Lumberman, vaudeville star, club founder, builder, bird fancier, rug weaver—all of these terms might be used to describe Mr. Frederick Phillips of Williamsville, N.Y.

Born on a farm near Bracebridge, Ont., Mr. Phillips attended school until he was 14 years of age and then went to work in a lumber camp in Algonquin Park in Northern Ontario where he stayed for two years. He then went to Vancouver, B.C., where he obtained work in a photoengraving plant.

Meantime he studied voice. Then he went into vaudeville teamed with a tenor he met in Vancouver and toured the United States for three years. Upon his return, he went in comic opera in Chicago.

After three years on the road, he wearied of traveling and decided to settle down and have a home of his

own in Williamsville, N.Y.

Mr. Phillips' hobbies are many and varied. He has been a Rotary Club member (Buffalo, N.Y.) for 17 years and has never missed a meeting. He has founded five clubs himself: Dunkirk, N.Y., Eggertsville, N.Y., West Seneca, N.Y. (celebrating its first anniversary this year), and the only twin clubs in the history of Rotary, those that are located at Blasdell and Cheektowaga, N.Y.



With no outside help, Mr. Phillips built a log cabin. A bird fancier, he has a complete bird sanctuary on his property, consisting of bird houses, feeding stations and drinking fountains. He also designs and makes hooked rugs.

Mr. Phillips bought his first Nash in 1920, and he has had 14 Nash cars since then. His job takes him all over western New York state, and he covers 30,000 miles a year. All told he has driven over one and one-half million miles in his Nash cars.

Mr. Phillips is now driving a Nash 600 and says he is getting 23 miles to the gallon in city driving. He says he wouldn't be without overdrive and that he has driven overdrive-equipped Nash automobiles for the past 16 years.



## STRONG LEGS RUN THAT WEAK LEGS MAY WALK

By PRESCOTT SULLIVAN

San Francisco Examiner

The greatest players in college football are at the height of public acclaim. Their names are gracing the rosters of the rash of All-America teams. They are sought for public appearances, The football banquet circuit beckons.

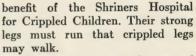
The holiday season is just ahead—and they can go back to their home towns to bask in the glory of their gridiron exploits. They're young men—and who can really blame them for getting a great thrill from this post-season adulation?

But, most of the top players don't go home for the holidays.

They pack up and head for San Francisco. Ahead of them is more hard work—more hours of the severe conditioning grind that ended for most of the nation's gridders only a few weeks before.

They are heading for the Shrine's East-West Game at San Francisco. This is the game played annually for the

William M. "Bill" Coffman



Originated in 1925, the annual affair at Kezar Stadium has contributed more than \$1,500,000 to the cause of helping crippled kids back on the happy road to active health. And the kids are helped regardless of race, religion or creed.

The Shrine Game has another distinction. It has proved to be one of the best played games of all the star-spangled bowl engagements. The Kezar extravaganza fields nothing but All-Americas or near All-Americas—all determined to prove their right to their high rating. This is the game that puts some reality into those long and endless lists of All-America selections that you see early in December. These famous names actually assemble in San Francisco for a gridiron showdown between East and West.

Sauer, Muller, Nagurski, Hart, Harmon, Albert, Warburton, Dudley—they all played for the children in the Shrine Hospital. They and scores of other pigskin immortals.



Annually, two squads of 24 men are hand-picked for the game, the Mississippi being the dividing line between the two halves of the nation. Coaches, like players, serve without any financial reward whatever in this complete charity. (Even the sportswriters pay admission.) Their reward is knowing that their efforts bring a measure of happiness and relief into a world all too black for little people.

The two veteran coaches are Andy Kerr, formerly of Colgate, who has coached the East for 24 years, and Babe Hollingbery, once of Washington State, who has been around with the West for a long time. They are ably assisted by some of the biggest names in the business—Lynn Waldorf, Matty Bell, Dana Bible, Bernie Bierman and Howie Odell

Part of the players' introduction to the game is a visit to the hospital, so that they may see for themselves the urgency of the cause for which they are sacrificing their holiday va-

Andy Kerr, left, who has coached the East for 24 years, maps strategy with Fred Swan and Bernie Bierman





One of the East-West Game pageant bands plays a special concert for patients of the Shriners Hospital for Crippled Children

cations. It is an experience that melts all of them. But after the harsh impact of seeing disfigured children and the surreptitious wiping away of a few tears, it is a happy occasion for the players and the children alike.

The custom is for the kids to "adopt" a player, who in turn, promise to play the game for them. A few years ago, Joe Sullivan, a half-back from Dartmouth, was "adopted" by a little girl with golden curls. Joe called her "Princess" because she looked like it, and then his enthusiasm betrayed him.

"Tell you what I'm going to do, Princess," he said. "You just watch me on television, and I'll intercept two passes—all for you."

Too late, Joe realized he had taken on an order he might not be able to fill. But luck was with him, and late in the afternoon he followed a first interception with a

(continued on page 14)

(continued from page 13)

second and kept his bargain. The Princess thought Joe was wonderful. But all Joe could do was think of what a heel he would have been had he missed.

This year the game will receive added revenue for charity by virtue of being telecast nationally, for the first time, over the Du Mont Television Network. The date for the game is December 29.

From the beginning, the game

touchdown and conversion. In 1951 the West broke a three-year East stranglehold.

Dynamic Bill Coffman really came up the hard way. The soon-orphaned son of a Virginia shipyard worker, he was, at one time or another, everything from a singing waiter to a sailor before the mast.

When, at length, he decided to settle down in San Francisco, he became a swimming instructor. He



has grown under the leadership of a story-book man named William M. "Bill" Coffman, whose boundless energy has built the game up into a national classic. Kezar Stadium's 60,000 seats are sold out months in advance of the classic.

Shrine Game crowds have seen some thrilling struggles. Four of the games ended in ties—and in six other encounters, no more than four points separated the teams. In only 11 games has the winner ended in front by more than a single

held that job long enough to display one of the most thoroughly tattooed torsos this side of Malaya and to reach the decision that he should be in the typewriter business.

So Coffman got into it. Today, as for many years past, he is a topdrawer executive for one of the biggest companies in the typewriter and adding machine field.

But the Shrine Game is his baby. If he's proud of anything at all, he's deservedly proudest of this noblest of all sports events.

	Through	the .	CUL	WALL A		A		
Year	Winner	Score	Year	Winner	Score	Year	Winner	Score
1926	West	6-0	1935	West	19-13	1944	Tied	13-13
1927	West	7-3	1936	East	19-3	1945	West	13-0
1928	West	16-6	1937	East	3-0	1946	Tied	7-7
1929	East	20-0	1938	Tied	0-0	1947	West	13-9
1930	East	19-7	1939	West	14-0	1948	East	40-9
1931	West	3-0	1940	West	28-11	1949	East	14-12
1932	East	6-0	1941	West	20-14	1950	East	28-6
1933	West	21-13	1942	Tied	6-6	1951	West	16-7
1934	West	12-0	1943	East	13-12	1952	?	?



#### Outstanding Performers in the East-West Game

#### Coffman Award Winners Start 1945

1926	Harold Muller (E) California
1927	Bill Kelly (HB)
	Tiny Roebuck (T)Haskell Indians
1928	"Rags" Matthews (E) Texas Christian
1929	Walter Holmer (FB) Northwestern
1727	Howard Harpster (QB)Carnegie Tech
1930	Jack Cannon (G)Notre Dame
1931	Buster Mills (HB)Oklahoma
.,	Johnnie Kitzmiller (HB) Oregon
1932	Bill Hewitt (E)Michigan
1702	Clark Hinkle (FB) Bucknell
1933	Henry Schaldach (QB)California
1934	George Sauer (HB) Nebraska
1935	Irvine Warburton (QB) So. California
1700	Bill Shepherd (HB)Western Maryland
1936	Don Irwin (QB)Colgate
1937	Larry Kelley (E)Yale
1,0,	

nner	8 Start 1945
1938	Elmer Dohrmann (E)Nebraska Dwight Sloan (HB)Arkansas
1939	William Patterson (HB) Baylor
1940	L. Artoe (T), J. Schiechl (C) Santa Clara
1941	Paul Christman (QB) Missouri
1942	Bob Westfall (FB)Michigan
	Bill Dudley (HB)Virginia
1943	Bob Kennedy (HB) Washington State
1944	Dean Sensanbaugher (FB) Ohio State
	Herman Wedemeyer (HB)St. Mary's
	Hank Norberg (E) Stanford
1945	Bob Waterfield (QB)UCLA
1946	Allen Dekdebrun (QB)Cornell
1947	Nick Sacrinty (HB) Wake Forest
1948	Johnnie Lujack (QB) Notre Dame
1949	John Panelli (FB) Notre Dame
1950	Eddie LeBaron (QB) College of the Pacific
1951	Kyle Rote (FB)SMU



By W. W. EDGAR
National Bowling Authority
Former Sports Editor, The Detroit Free Press

The "Machine Age" has caught up with America's greatest participant sport — tenpin bowling.

In this day of modern miracles nothing is too surprising. But the 20,000,000 bowlers of the country will stand in utter amazement when they cast their eyes on the AMF Automatic Pinspotter that had its world premiere at the Bowl-O-Drome Recreation in Mt. Clemens, Mich., within the past month.

Yes, it's an automatic pinspotter, a mechanical pinboy that does everything but talk back to you, and it does a better job, more efficiently, than human hands ever did.

From the time the ball is released from the bowler's hand until it returns—automatically—the machine is in operation and it, truly, is a modern day miracle. It sweeps the alleys of "deadwood." It returns the ball to you. It separates the pins from the ball in the pits, and resets

#### At last ... A MECHA

them. And what's more it flashes a message to the bowler informing him of any pins that have been left standing and their exact location. There will be no more "sleepers" that long have been the bugaboo of all bowlers.

This automatic pinspotter is the result of 12 long years of research and the expenditure of more than \$10,000,000. And while it was a long time coming it will revolutionize the second oldest sport known to man.

Briefly, here is how the machine

works:

The AMF Pinspotter is five feet, two inches high, can be installed on any regulation alley and it conforms to all of the rigid rules laid down by the American Bowling Congress—even to resetting of "offspot" pins.

Employing electro-mechanical principles throughout (a mechanical system controlled by electrical circuits) the pinspotter is set in motion when a ball hits the pit cushion on which

a switch is installed.

Should a strike occur (all the pins knocked down) the sweeper bar drops at once to the alley bed. The table descends, finds no standing pins, reascends briefly while the sweeper bar clears the alley of deadwood, and spots a new set of pins. (It requires two sets of pins to operate the machine.)

The sweeper bar now has cleared the alley, swept all of the pins into the pits along with the ball onto what is called the machine's magic carpet. This is an endless belt in the pit which carries the pins be-

#### NICAL PIN BOY

neath the pit cushion into a wheellike conveyor known as "the pinwheel."

This pinwheel lifts the pins to the top of the machine. Meanwhile, the ball has been moved to the corner of the pit by the "magic carpet" and carried up to the ball return track by an automatic continuous belt-type ball lift where it speeds back to the bowler by means of gravity alone.

At the top of the pinwheel, the pins are released and oriented, base first, upon an endless belt, telescoping distributor which indexes the pins into the cups of the spotting table as they are required—whether the table is in normal or

respotting position.

When the first ball has failed to knock down all pins, the sweeper bar first descends to the alley bed and waits for the table to lower and lift the standing pins clear of the alley. Then, the sweeper bar clears the deadwood into the pit and the table replaces the standing pins to the exact locations from which they were taken, ready for the second ball.

Pins off-spotted by the first ball are replaced precisely in their "off-spot" positions. This is the most amazing feature of the entire machine for it complies with one of the most rigid rules of the American-Bowling Congress.

Telescoping pin distributor moves pins from orientator on an endless belt to cups on spotting table No push buttons are required in the operation of the machine with one lone exception—when a spare is made in the tenth frame. To obtain a new set-up for a new game, a button is pushed at the foul line—whereupon the alley is cleared and the ten pins then are spotted on the alley bed.

All this activity goes on at a game speed varying from seven and one half to nine games per hour, depending, of course, on the speed of the bowler.

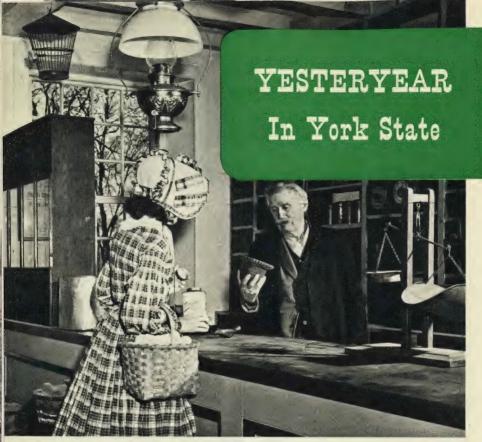
The automatic pinspotter is the most amazing thing to hit the sports world in years and years, and just as the Atomic Bomb caused a revolution in modern warfare, so will this machine bring about a revolution in the grand old game of tenpin bowling.

Not a human hand is needed in the pit end of the bowling alley and what a relief that will be to all

concerned.

Yes, the Machine Age really has caught up with the pin spillers.





Today's storekeeper at the Farmers' Museum will show but not sell you almost anything from dried apples to Yellow Hyston tea and buggy whips

#### By Dorothy Cleaveland Salisbury

Last year 70,000 visitors paid a modest admission fee to spend an hour or more among the relics of the days of their grandfathers and great-grandfathers.

On the west side of Otsego Lake a mile out of Cooperstown, N.Y., on State Route 80, the gates of the Farmers' Museum stand open to all comers from May 1 to October 31.

For in this sprawling group of buildings the New York State Historical Association has brought together and reconstructed the actual settings of up-state New York life in the days before electricity and the gasoline engine.

A great stone dairy barn now houses the main collection of tools, implements and utensils used by the Yorkers when theirs was virtually a self-contained economy.

Just within the entrance, the kitchen, butt'ry, washroom and loom room show the facilities a farmer's wife used to feed and clothe her large household. The old kitchen fireplace with its bake-oven on the side was built in its original farmhouse before 1808. Iron kettles still hang from the crane or stand on trivets on the hearth.

In the butt'ry the collection of churns, milk pans, skimmers and butter molds show the maker's endeavor to find an easy way to make butter. One unusual churn is geared to a flat wheel eight feet in diameter on which a dog was trained to run. The man who made these churns sold dog and churn together.

The collection of ancient vehicles, which fills the west wing and spills into the ancient "farmers' sheds"



behind, range from a clumsy twowheeled ox-cart to a Conestoga wagon with its billowing canvas top.

In the haymow, the early farm implements carry the story of tilling the soil through the seasons from the wooden plows of the pioneers, past the harrow, seeders and rollers, to the cradles, sickles, scythes and winnowing baskets of harvest time.

The Cardiff Giant, famous 19th Century hoax, which was "discovered" on a central New York farm 80 years ago, is also on display.

A few rods beyond, by a stone watering trough, stand the buildings of The Crossroads, a typical rural trading center of 100 years ago. McGuffy Readers, slates, lunch boxes and a dunce's cap stand on the desks and window ledges of the schoolhouse.

Next time you cross the Empire State on U.S. Highway 20, 7 or 5, take the crossroad leading to Cooperstown and the Farmers' Museum for a return to the days of yester-year.

The "Cardiff Giant," 19th Century hoax, caused many arguments

Among the many interesting items in the butt'ry is the "cradle churn"





### SHOULD THERE BE A COMPULSORY MOTOR VEHICLE INSPECTION?

by LEN BARNES, Associate Editor, Auto Club of Michigan's Motor News

#### Join the Nash Owners Forum

Nash Airflyte Magazine's own "Town Hall"—the Nash Owners Forum—came into being in the early fall issue when readers were invited to sound off their views on the question: "Should there be a minimum speed law?"

Nash Owners obviously had plenty of ideas on the subject, judging from the letters that poured in to the Forum editor. Writers of the two best letters will be announced in the Christmas issue.

"Should There Be A Compulsory Motor Vehicle Inspection?" is the question put before you now. And you have until November 19 to get your letters to the Forum editor. Remember, your letters (for or against) should not exceed 200 words and should be written neatly with pen and ink or typewritten.

For the best letter received on each side of this question, this magazine will pay \$50 and publish the winning letters in a future issue. Before choosing your side, be sure to read the rules of the contest at the bottom of page \$2.

THE EDITORS.

Killing a fellow human being in an auto accident was never the goal of any sane motorist. Yet over 35,000 Americans died in traffic accidents last year. Anything that will help reduce this toll would be enthusiastically accepted by most motorists—short of prohibiting them from driving their cars.

So when some safety experts propose that all autos be required to undergo regular checkups—"compulsory motor vehicle inspection," they call it—a lot of drivers quickly agree.

Is compulsory inspection a good thing? Here is fit subject for any debate. Can there be any points

made against such a logical-sounding thing? Yes, indeed. Are there points in favor of it? Safety experts proclaim that there are, and point to the experience of some states that have it now.

Thirteen states and the District of Columbia now have it, American Automobile Association figures show. Inspection laws have been repealed in four states, including New York, which have tried it and cast it aside. Fifteen other states have considered it at various times. Opinion on the worth of such inspection is divided among AAA clubs and safety experts, with an AAA study of the question now under way. There is serious-question whether the program is worth the expense and inconvenience involved.

If I were writing a letter in this contest, I'd write against compulsory inspection. I think this is the logical side. As one who drives 20,000 miles a year, I feel a responsibility—as do almost all motorists—to other drivers and all pedestrians. And I'm not interested in getting myself killed

any more than you are.

So my car is checked over often at the garage of the dealer who sold it to me. He knows best how to care for my make of auto. Now, does anyone have to pass a law forcing me to do this? Auto dealers have constant advertising campaigns urging drivers to voluntarily have their car's safety checked, and they are producing results.

In addition to the visible things that car owners do to "keep their car up," such as washing, polishing, oiling, greasing, switching tires and attending to minor repairs, wise motorists have periodic check-ups at 5.000-mile intervals

So most drivers get their cars into a garage or over an oil-pit an average of once a month. No good mechanic will let a customer drive out with some obvious defect in his car. And it is only the obvious things that any compulsory inspection catches.

But there are careless motorists in every city. They know their right headlight is burned out but drive anyway. How about them? Most states and even cities have laws that require cars to be kept up. points out Automobile Club of Michigan's Safety Director Ernest P. Davis. Michigan law gives a policeman the right to stop any car he has reasonable belief might be mechanically defective.

"Anything that even MIGHT cut accidents should be tried," safety experts sav. "You Auto Club men are just against this because it might inconvenience the motorist a bit. It's every motorist's duty to accept inspection. It only costs 50 cents to \$1 and takes five to 10 minutes."

Auto Clubs reply that even the most optimistic statistics vet produced show that only in an infinitesimal number of accidents was a mechanical defect noted-and most of these didn't cause the accident. Most police believe that not more than five per cent of accidents in the nation are caused by defective automotive equipment.

"It's the nut behind the wheel and not the car itself that causes 95 per cent of all auto accidents," says Inspector Donald Quinn, in charge of Detroit's police accident prevention bureau.

"Over 85 per cent of all auto accidents are caused by driver-failure. Yet less than 10 per cent of all drivers have received adequate training for driving," says Dr. Amos Nevhart, public safety director of Pennsylvania State College and dean of the nationwide high school driver-training program.

Any compulsory inspection program would cost both motorists and the state a lot of money. Some safety experts feel that the nation's yearly \$3,100,000,000 accident bill and its 35,000 dead yearly make this worthwhile spending. Others feel if such money is available it should go to high school driver-training, which has cut the number of accidents more than half among trained drivers, and other safety work. Some oppose the false sense of security an inspection "OK" sticker can give.

"I could have my car inspected, hit a curb five minutes later and throw the wheels out of alignment. But my 'OK' sticker would be good for six months or a year in spite of this," says Auto Club of Michigan's General Manager Richard Harfst, long a foe of compulsory inspection.

(continued on page 22)





(continued from page 21)

The Oregon State Motor Association, an AAA affiliate, does believe in the principle of motor vehicle inspection, "where an adequate overall accident prevention program is in operation," according to its manager, Ray Conway. But the Portland, Ore., compulsory inspection program was abandoned in 1949. Portland had virtually no drivertraining and needed improvement in its over-all safety program.

"Various groups touting mandatory inspection will advance figures from states now using the program to show it cuts accidents almost in half. Such claims don't stand up under analysis. With the same theory of inspection and equipment, two different states had ratio of rejection for brakes and lights reversed on same make cars recently. Research indicates that many states with no inspection program have less defective vehicles than states which have had the program in operation for years," Auto Club's Mr. Harfst says.

For those who'll be writing on the subject here are some pros and cons:

#### For:

- 1. Anything that prevents even one death on the nation's highways is worth doing.
- 2. Compulsory inspection has cut accidents in many states.
- 3. Compulsory inspection lets motorists know their brakes are bad, steering gear poor.
- 4. It takes the "clunkers"—old cars—off the highways.
- 5. It educates motorists to think in terms of auto maintenance.

#### Against:

- 1. Over 85% of all accidents are caused by driver-failure. Why not spend our money on driver-training enforcement and engineering?
- 2. Inspection doesn't stop mechanical failures. It gives a sticker good for six months to a year, regardless of what happens to car after sticker is pasted on.
- 3. Inspection merely creates jobs for politicians to dole out, sells testing equipment and costs money.
- 4. It is unfair to penalize the great bulk of conscientious motorists who keep cars in good order just to apprehend a few careless drivers.
- 5. Periodic inspection is not selfsupporting. In Portland, Ore., the general fund went in the red at rate of \$10,000 a month in spite of the 50-cent charge levied for each of two inspections required annually.

#### RULES OF NASH OWNERS' FORUM CONTEST

Write on one side of question only. Take either the "for" or "against" side. Two \$50 prizes will be awarded to the writers of the two best letters (for and against) on the question: "Should There Be A Compulsory Motor Vehicle Inspection?" Letters should not exceed 200 words and should be written neatly with pen and ink or typewritten. No letters post marked after November 19 will be considered. All entries become the property of Nash Airflyte and none will be returned. Address your entry: "Nash Owners" Forum Editor, 431 Howard Street, Detroit 31, Mich.



#### THE MILK PAIL...Dundee, Ill.

You'd never expect such a place as you drive along Route 25 between Dundee and Elgin, Ill. Mighty pretty farm country, this. Rolling, wooded acres in the heart of the Fox River Valley, A sign tells you you've come to Fin 'n' Feather Farm with a restaurant called The Milk Pail. And you turn in hoping, at best, for a fairly well-prepared meal.

That's Surprise Number One. The menu is wild! You can have pheasant in broth, salad or a whole plump breast served with honest to goodness wild rice. You can have Mallard Duck and Guinea Hen. And pan fried Rainbow Trout that makes you long to wet a fly in an icy, tumbling stream.

This remarkable Farm belongs to Max McGraw, of electrical equipment fame, who bought these 2,000 acres because conservation, hunting and fishing are all dear to his heart.

He built a fish hatchery for trout and bass, stocked the woods with game birds and deer, installed a Guernsey herd whose milk is rich and delicious. Genial Ed Eichler was made its manager.

A great deal has happened in the

12 years since. The place itself is a sportsman's paradise—with a mile of trout streams, five birch- and pine-girdled lakes, thousands of pheasants, ducks, guineas and turkeys, plus a 500-acre deer park.

Of course you don't have to "eat wild" at Fin 'n' Feather! You can have hickory smoked ham and bacon and country sausage from the Farm's porkers, sour cream salad dressing, chunky cottage cheese and gloriously rich ice cream via those beautiful Guernseys. The usual pattern is to stuff yourself in The Milk Pail and then, undaunted, flock to its next door store, The Country Cupboard, to load up on fine food to take home. That's Surprise Number Two, tempting you with canned, smoked and frozen game birds, with venison, bacon, ham and sausage, with jellies and pickles, sauces and a variety of dressings.

And Surprise Number Three is a Gift Shop-new and wonderfuloffering charming souvenirs of a happy day as well as an easy way to do all your gift buying, from a simple remembrance to a superb decorator's item.

If you have a favorite way of performing some ordinary household task, or have discovered a short-cut in the performance of some chore, send it along; it may be worth money. Nash Airflyte Magazine will pay five dollars for each contribution published. Address all contributions to Nash Airflyte Magazine, 431 Howard Street, Detroit 31, Mich.



For a flour thickening for gravies and soups that does not lump, do the following: Take a small glass jar with a screw top. Place cold water in it (about ½ or ¾ full), then put your flour on top of the water. Place top on jar and shake. It never lumps.

Elaine Anderson Klamath Falls, Ore.

To make house plants bloom and grow, put one teaspoon of ammonia in a pint of water. Use when you water the plants, as ammonia acts as a fertilizer.

Minnie G. Hulme Berkeley, Calif.

When you have a flat tire on a dark road and need some light and also a flare, light up a wax milk carton. It burns brightly and will help prevent accidents. I save mine and have several in the car all the time.

Mrs. Fred G. Koprek Little Falls, Minn.



When washing windows on a cold day, add ½ cup denatured alcohol to two quarts warm water. No frost will form when you dry windows.

Mrs. Johanna Weiele Baltimore, Md.

Slip your tire changing tools and jack inside a piece of old inner tube. Fold ends over and slide a rubber band over folds to hold ends tight. Your tools will then be intact, easy to get to, with no chance of stray grease smudges on big sister's fancy luggage.

Florence Olson Galva, Iowa

By merely wrapping a little burlap around the lower rung of a ladder, then lashing it securely, you produce a good foot-wiper that prevents the other rungs from becoming dirty. It also goes far toward reducing the hazard of your foot slipping from the rungs.

Robert W. Freeman Hackensack, N.J.

If screws have loosened up and no longer hold, insert a little steel wool in the hole, then insert the screw. It will hold securely.

> Alma Priestley Parma, Ohio

To make a non-spill drinking cup, take small mayonnaise jar and punch a hole in the lid with an ice pick, going from top through to the underside. Insert a straw and kiddies can't spill the drink.

Mrs. E. R. Wallace Emporia, Kans.

Save all waxed milk cartons, cut tops off and wash and dry them. They make excellent containers for the freezer. Fill cartons with fruit, cover tops with two squares of aluminum foil and fasten with a rubber band. The cartons are heavily waxed and airtight and fit nicely into the freezer.

Flora Easterly

Flora Easterly Litchfield, Ill.

If your card table is getting very worn on top, don't discard it, rejuvenate it by papering it with at-



tractive wall paper. When completely dry, give it two coats of shellac followed by a coat of wax. The result will be a beautiful piece of furniture.

Anna Young St. Louis, Mo.

This winter give your snow shovel a good coat of wax before you start to clean your walks. The snow will slip right off, never stick when you want to throw it to one side.

> M. Nicholson Cleveland, Ohio

#### THE BEST IN SLEEPING COMFORT

With the coloring of the leaves, chances are you're turning your thoughts to many hours of good hunting. A good shot is the man who gets a good night's sleep before he takes up his gun and lets the dogs loose. If you equip your Nash with de luxe form-fitting mattresses, you'll be sure to get the best in sleeping comfort. The de luxe mattress is designed to fit your Nash twin beds. It's easy to carry and easy to install. A single mattress for each

bed comes in a neat plastic bag. And when they're not in use, they may be tucked in the luggage compartment. Even though you subject your mattress to the hardest of use, the easyworking zipper on the tough waterresistant plastic bag will keep each mattress in perfect condition. Your Nash dealer has them. Good hunting. And good sleeping.



An estimated 40 per cent of all outgoing air freight space from Southern California is taken up by Encinitas flowers. Gladioli take up four-fifths of this space; poinsettias ranksecond in volume

Packing seeds for sale is Mr. Ben Morse who operates with Mrs. Morse the Jendresen Petunia Gardens in Encinitas. Most operations are family affairs, for a few acres may return cultivators a fortune

A plant breeder goes through a field of ranunculus at Encinitas selecting flowers for seeds. Such zealous growers spend long hours cultivating, spraying and irrigating their crops





#### The Nation's Flowerbasket

Tiny Encinitas, California, has \$15,000,000 Annual
Gross in Floral Products

#### By KAY CAMPBELL

Wedged in between the white caps of the Pacific and the mountains etched on the eastern sky is the quaint village of Encinitas with a population of less than 1,000, yet this California town is literally the flowerbasket of the nation.

Nearly every resident of this little village in the left hip-pocket of the United States can see a dream growing in his own backyard; and the only inhabitants who don't cultivate and market bulbs, blossoms, seeds and shrubs are those who provide the necessities of life for the growers.

The grocer, the baker, and the pharmacy clerk experiment with hybrids in their spare hours; and the town's only dentist makes more money from his hobby of carnation-culture than from his professional activities. Ten years ago, most of the growers were unknown. This year, they'll gross \$15,000,000.

Six million dollars' worth of cut blooms, alone, will be hauled by fast trucks to the Los Angeles wholesale market, 100 miles north, to be sold locally or shipped by air and railway express to every corner of the continent. It is estimated that 40 per cent of all outgoing air freight space from Southern California is taken up by Encinitas flowers.

In addition to the cut-flower crop, several carloads of perfume petals,

two tons of seed, five million subtropical plants and 10 million bulbs will be shipped from this community.

The battle royal of color waged daily on the hillsides calls a continuous stream of new growers into the area. Some are horticulturists and some are nurserymen who come to replenish their stocks and remain to raise new fields of blossoms trooping down to the sea.

Paul Ecke, whose poinsettias riot over 500 acres of crimson beauty. is the heaviest producer. More than 90 per cent of the nation's commercial poinsettia crop originates in his fields. Not far from this scarlet kingdom, Don Briggs' colorsplotched gladiolus field flaunts its lavish and fragrant display. From 15 acres, he ships 5000 blossoms each day to metropolitan markets. Another neighbor, Dr. Oscar Gabriel, set about propagating hybrid carnations in his spare time. Last year, he carried on an extensive mail order business in plants and shipped out thousands of cut flowers.

Each of the growers specializes in producing a favorite crop, although nearly all of them also raise the popular stand-by, gladioli. Calla lilies, gerberas, stock, camellias, tuberous begonias and fuschias also contribute heavily to the wealth and fragrance of the flowerbasket.



Share your smile with Nash Airflyte readers and be richer by five dollars. Nash Airflyte pays five dollars for each Smile Along the Road contributed by a reader and selected for publication. All contributions become the property of Nash Airflyte and none will be returned. Send your contribution along to Nash Airflyte Magazine, 431 Howard St., Detroit 31, Michigan.

#### Philosophy

A bit of advice in the window of a Dallas, Texas, life insurance company:

"Brother, don't worry! Today is the tomorrow you worried about yesterday."

> P. A. Bury Dallas, Texas

#### Facial

While driving through South Dakota, the following sign was spotted hanging over a drinking fountain in Sioux Falls, S.D.:

"Warning-Old Faceful".

Robert Boersma Luverne, Minn.

## WARNING Old Faceful

#### Grin and Share It

This sign was seen outside of a Portland, Ore., barber shop:

"If you can't stop, Smile as you go by."

Linda Winans Oregon City, Ore.

#### Love For Sale

Sign spotted while riding through small town:

"This is the only place that you can buy love—Puppies for Sale."

Mrs. S. H. Pennell Lansdowne, Pa.

#### "In the Cooler"

Double feature movie marquee in Irvington, Texas:

THE LAST OF THE BUCCANEERS

INSIDE THE WALLS OF FOL-SOM PRISON

COOLED BY 60 TONS OF REFRIGERATED AIR

> Marilyn Venable Dallas, Texas

**Invitation to Living** 

This is a sketch of a sign that hangs from a notary's office on U.S. Highway 87 just outside Sutherland Springs, Texas.

> Edith H. Thompson San Antonio, Texas

#### **Testimonial**

Advertisement spotted on a Minnesota drive-in:

EAT HERE

50 million flies can't be wrong!!

Gretta Davidson

Clay Center, Kans.

Fish Story

A sign on the wall of the "King of the Sea" restaurant in New York City reads:

"The fish you eat today, slept last night in Chesapeake Bay."

Mrs. Ted Brotherson
Manhattan, Kan.



#### Warning

Sign on roadside fruit stand near a small town in Pennsylvania:

"God Help Those Who Help Themselves."

> Amelia Wargo Bethlehem, Pa.

**Dunking Approved?** 

An Anderson, S.C., cafe boasts: "Recommended by Hunk & Dines."

J. Glenn McClain

Glenn McClain Anderson, S.C.



#### A FUEL DOOR GUARD

especially designed for your car

Here's an easy-to-install practical accessory designed to harmonize with the lines of your Nash. The Nash No\*Mar Fuel Door Guard is of lasting chrome finish and was designed and tailored for your Nash. This approved accessory will protect the finish of your fuel door and add sparkling streamlined beauty to the appearance of your car. There are no holes to drill — you just insert screws and washers into rubber bumpers that come with the Nash No\*Mar Fuel Door Guard.

# YOU probably can remember the service was performed

### "BETTER HEALTH"

for your car!

YOU probably can remember when automobile service was performed pretty much by guesswork. Just as the old-time airplane pilot "flew by the seat of his pants," the mechanic of many years ago had to "feel his way" along. YOUR CAR is a much more complicated "machine" today than was the car you drove 15 years ago. You, of course, recognize the many remarkable improvements in automobiles. BUT, the chances are you haven't given thought to the fact that the techniques of

#### OPINIONS ARE NOT GOOD ENOUGH



automobile service have kept pace with the rapid developments and improvements in the car you drive.

ONE OF THE BIGGEST advances in automobile service is in the field of diagnosis. Today, electronic and electrical machines probe deeply into the heart of your engine—and "point the finger" at trouble spots.

PRECISION machines check steering, electrical systems, wheel alignment and the fuel system. Craftsmen, trained in the use of this modern equipment, interpret the findings into accurately prescribed service which is then skilfully performed.

Our Service Craftsmen are taught that FACTS, not OPINIONS, are what really count. Through this approach to service, the Nash Owner reaps the benefits of better, more accurately performed service at moderate cost.



## GET THE FACTS!

Let us diagnose your car for any corrective or preventive service it may require!

- V ENGINE
- **V** TRANSMISSION
- V REAR AXLE V BRAKES
- V ELECTRICAL SYSTEM
- V FUEL SYSTEM
- V BODY V STEERING



U. S. POSTAGE
PAID
DETROIT, MICH.
Permit No. 5548

Howard E Kilborn 906 Bauman Ave Austin Minn



#### CHANGE-OVER TIME

Old Man Winter is just around the corner. And with his arrival will come sudden snow squalls, quick freezes and unexpected slippery driving conditions. Don't let winter rob you of your driving pleasure. Winterproof your car now against the discomfort and uncertainty of winter driving. Your Nash dealer is prepared to save you time, trouble and expense with Nash winter-proofing service that includes cooling system service, oil change, engine tuneup, complete lubrication, and safety and electrical inspections.

#### ENSTAD NASH, INC.

1327 Oakland Ave., W.

Austin, Minn.

Phone 9639.

More For Your Cash at Enstad Nash

14-5





1952

VOL. 3

MAGGZINE

NO. 10

Editorial Offices 431 Howard St., Detroit 31, Mich.

Published by and distributed with the compliments of your Nash Dealer

COPYRIGHT 1952 . NASH MOTORS DIVISION OF NASH-KELVINATOR CORP.

# Miss America 1953 What does it take to be Miss

America?

Unblemished beauty, a flawless figure, unusual talent and the right combination of poise, intelligence and natural charm are vital requirements.

But that is just the beginning.

These necessary essentials must be displayed in direct competition against 51 other Queens, all of whom have similar attributes. She must win the votes of such discerning judges as Cornelia Otis Skinner, Deems Taylor and Elizabeth Arden in a grueling, week-long series of appearances before thousands of spectators.

Neva Jane Langley, Miss Georgia, proved that she has exactly what it takes. She is Miss America-1953! The stately 19-year-old brunette is a girl of unusual charm, she is truly beautiful, her figure is perfection and she is a poised and talented pianist.

Life has undergone a dramatic and thrilling change for Neva. She has left her music studies at Weslevan Conservatory, Macon, Ga., for a year-long reign as "America's Busiest Girl." Ahead lie 100,000 miles of travel, endless personal appearances and some \$50,000.

Already in her possession is a \$5,000 scholarship that will allow her to continue her musical educationand a Nash Golden Airflyte Ambassador, a fitting gift for a queen from Nash Motors.

To appreciate what the Miss America title means, it is necessary to know the history of the Miss America Pageant. It started as a "Beauty Contest"—designed to bring publicity to Atlantic City and its unusual summer vacation attractions -and to extend the summer vacation season another week.

All this has changed. In 1945, contest-judging rules were revised to include talent and intelligence as well as beauty. A Scholarship Foundation, to which Nash Motors and Joseph Bancroft and Sons (Everglaze Fabrics) are major contributors, was established. The Pageant already has awarded nearly \$200,000 in scholarships. Various civic groups in participating states have established their own Scholarship Funds which now approximate \$75,000 a year.

The Scholarship phase of the Pag-



NASH AIRFLYTE MAGAZINE

(Continued from page 3)

eant takes on greater meaning when it is known that among the contestants this year were 23 college co-eds, four college graduates and four who entered college this fall. In addition, nearly every other contestant has had years of training in private dramatic, music and dancing schools.

This was the greatest Pageant in history. Atlantic City showed its charm to 175,000 spectators who crowded every available inch of the famed Boardwalk that skirts the Ocean, for the Pageant Parade that opened the event. The first three nights of preliminary contests drew nearly 30,000 spectators to mammoth Convention Hall—and 20,000 saw the final night's show.

It was a thrilling finish for Neva Jane Langley. Pitted against 17 other contestants, she got off to a huge lead—winning the talent contest on the second night and the swimsuit contest on the third. She was the big favorite as the dramatic spectacle started into its final night.

The contest moved to a dramatic showdown. The judges' final 10 selections were called in alphabetical order by state, as a stone-silent audience listened hopefully for names of favorites. They were Alabama (Gwendolyn Harmon), California (Jeanne Shores), Chicago (Jo Hoppe), Georgia (Neva Jane Langley), Hawaii (Beverly Rivera), Indiana (Ann Marie Garnier), Louisiana (Barbara Barker), New York City (Joan Kayne), Philadelphia (Patricia Hunt) and South Carolina (Mary Griffin).

The final 10 contestants then made three appearances—in formal gowns,



The 10 finalists make their last group appearance before the judges and 20,000 spectators.

in swimsuits and in talent. The pressure was on and the tenseness mounted as the judges readied their decision. Then came the announcement of the five finalists—Alabama, California, Chicago, Georgia and Indiana

It became more and more obvious to the huge crowd that it was a fight to the wire between Georgia and Indiana. Then came the final announcement from the judges. It was Neva Jane Langley! The stately brunette pianist had triumphed over the beautiful blonde coloratura soprano, Ann Marie Garnier.

Popular Colleen Hutchins of Utah, Miss America of 1952, took off her crown and placed it on Neva's head. The new Miss America started her

(continued on page 6)





lere Neva Jane Langley is shown in the Pageant Parade.



The talented pianist, Margaret Aandahl, Miss N. Dakota, won \$1,500 scholarship.

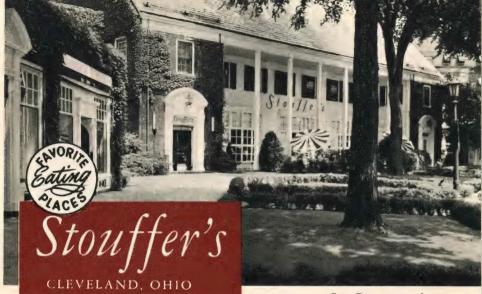
(continued from page 5)
reign amid the "popping" of flashbulbs and the whirring of newsreel

cameras.

For the losers, there is no reason for lasting disappointment. Such beauties as Dorothy Lamour, Lois Wilson and Joan Blondell have competed for the Miss America crown—and lost. In such an array of talent, beauty and intelligence as gathered at Atlantic City this year, some future radio, television, motion picture and concert stars should emerge.

Mr. H. C. Doss, Nash Vice-President, awards a Nash Airflyte Ambassador to Miss America.





A stranger at Stouffer's picturesque Shaker Square restaurant, Cleveland, will have set before him a dish prepared in exactly the same way as that set before a regular diner the same day in the 57th Street Stouffer's in New York City.

With 17 restaurants serving 50,000 meals each day in seven of America's greatest cities, Stouffer's guard closely the quality of the food served. This is done through the chain's famous Experimental Kitchen in Cleveland, which was established in 1927, when research in industry began forging ahead. Over 3,000 recipes have been developed for use since that time, starting with some fundamental home recipes from Mrs. A. E. Stouffer's own kitchen.

Recipes developed by the Experimental Kitchen come from many sources—from guests who bring in recipes that have been in their families for generations, from people in all parts of the country who have some favorite dish they would like

to see on a Stouffer menu, from dietitians and other people who work at Stouffer's.

Best known and least changed of all recipes used is Mrs. Stouffer's famous Dutch Apple Pie. Upon its popularity the company's early success was founded.

Standardized recipes, the restaurant industry has come to recognize more and more, are the key to uniform quality.

Although all Stouffer's recipes are kept in locked files, here's one they have released for you.



Cook prunes slowly
until very tender. Cool
in juice. Sieve to get I cup of
cup sugar, a dash of salt and 3 egg
Add I stiff enough to hold its shape.
Rinse baking dish with cold water. Stand
dish in pan of hot water and bake at
Cool slowly and serve with whipped
cream or your favorite custard sauce.

#### AMERICA'S LARGEST INDEPENDENT MERCHANT

An Inside Story About Car Dealers— America's Most Versatile Businessmen

by JOHN O. MUNN

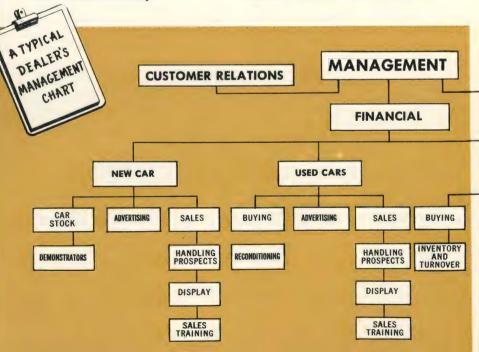
Distributing and servicing automobiles represents approximately 20 per cent of all retail sales made in this country. Since food sales have largely gravitated to chain stores, the automobile dealer is now the largest independent merchant in the communities of America. He is a tower of strength to the small business man remaining on Main Street.

Early automobile dealers had few employes. Dealers, or agents as they were then called, were their own salesmen as well as mechanical experts. Now automobile dealers employ more than 725,000 people and foot a payroll of more than 2½-billion dollars annually.

And it all began during the Gay Nineties when the development and use of the safety bicycle took place. Most everyone who could afford a bicycle had one.

At that time the manufacturing industry was concentrated in the East where most bicycles were made. Rambler bicycles, one of the most popular brands, were an exception. They were manufactured in Kenosha, Wis., by a corporation that Nash Motors succeeded.

In fact during the latter part of this fabulous period the ability to produce bicycles outran the market, but this fact did not apply to Rambler bicycles. The demand for



Ramblers was on the ascendency when the industry, as a whole, showed a decline.

This was due not only to the quality of the product but that the Rambler factory executives were foresighted enough to establish direct dealers in all of the smaller towns of the United States.

Most other bicycle manufacturers depended upon jobbers and distributors. And thereby hangs a tale. People were graduating from bicycles to automobiles, and the need for automobile dealers became apparent. So, many forward-looking bicycle dealers who were, after all, merchants in individual transportation cast their lot with the automobile industry.

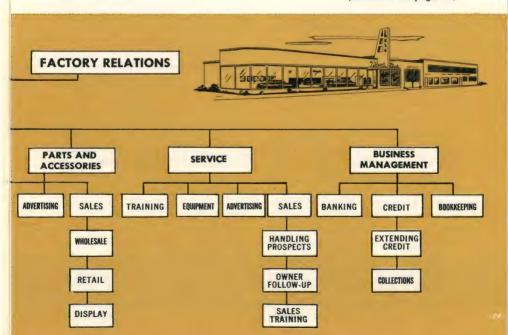
In addition to bicycle dealers, automobile dealers were recruited from the ranks of blacksmith shops, livery stables and farm equipment dealers.

Few people could foresee then that the automobile industry in a brief 50 years would develop to a point where one out of every seven pay checks in America would be paid to someone employed in the automobile industry.

Great change has since come to the trade of automobile retailing. Automobile dealers are unique merchants as compared to their neighbors on Main Street. Like them they stock, display and sell merchandise.

But they differ in one important respect. Their investment, their facilities, their equipment, their manpower is largely dedicated to serving their customers after the sale is made. Theirs is a complicated business as illustrated in the accompanying functional chart. It's really five businesses in one.

In a recent transcontinental jour-(continued on page 10)



(continued from page 9)

ney the writer visited many automobile dealer establishments and interviewed the owners. He was astounded with the size of the establishments and the enterprise of this group of merchants. We all have seen the industry grow up about us but too few of us have stopped to consider the economic contributions the automobile dealers have made to the communities in which they are located.

Now 52 million owners attest to the essentiality of the automobile. Automobiles give people mobility. Their use is accountable for much of our increased standard of living. Many of us still think of automobile dealers as an institution for selling automobiles.

In selling cars, automobile dealers in reality sell life itself because a person using an automobile increases his opportunities for business, social, or recreational life.

Automobile dealers have invested much more capital in facilities and employ more workers than do the automobile manufacturers who produce them.

Automobile dealers are more than just merchants of personal transportation. They are leaders in the business and social life of their community. Last year, for instance, they contributed more than 47 million dollars to religious, educational and charitable organizations in their communities.

On my recent transcontinental trip I found that automobile dealers and members of their staffs are active members in a wide range of business, social and civic organizations in their home towns. In fact, 95 per cent of the dealers I talked to were associated with one or more such organizations.

Frequently all of them were members of some luncheon club, more than 50 per cent were members of the Chamber of Commerce, 36 per cent were members of college clubs, 30 per cent of civic clubs, and 25 per cent were members of school, hospital or library boards. A large share were active on church boards, Red Cross, Boy and Girl Scouts. These same percentages would apply, I am sure, if they were projected for the entire United States.

Automobile dealers are also politically minded. The Governor of Oregon is an automobile dealer. A number of senators and representatives are also dealers. The state national chairmen of political parties in Georgia, Michigan and North Dakota are automobile dealers.

Many of them are among the mayors, county commissioners and state highway commissioners. Others serve their city, county and municipality in the governing boards of those subdivisions. Automobile dealers have taken leadership in national, state and local highway safety committees. Many are on parking boards. All have been pioneers. They are important factors in strengthening and securing the bulwarks of our national economy. Know your dealer. You will find him an important friend.

John O. Munn writes with authority on automobile dealers. Author of a widely-read column in AUTOMOTIVE NEWS, which is often called the "bible" of the automotive business, Mr. Munn has devoted the past 40 years to the business of advising car dealers.





When they "tell it to the judge" in Sea Isle City, N. J., they might as well tell it straight. Man and boy, Judge Wilbur E. "Bill" Clark has been around traffic courts for 20 years—first as a newspaper reporter, then deputy sheriff, state trooper and now as Municipal Court judge.

Sea Isle City is located on a barrier reef island half-way between Atlantic City and Cape May, N. J. It's one of those South Jersey summer towns that mushrooms overnight on Memorial Day from a population of 1,000 to almost 12,000.

The traffic problem under such conditions is complex. But Sea Isle's police department has a husky, growing file of commendatory letters from satisfied "customers." And Judge Clark points with pride to a seven-year record in which decisions have been appealed only three times.

Born in Marshall, Ill., 40 years ago, Bill Clark was a correspondent for several Indiana and Illinois newspapers, later becoming a trooper with the Illinois State Highway Patrol.

It was on this job that he drove his first Nash—an Ambassador Six. "What a car!" he reflects. "Seventy miles an hour in second gear, and we never did find out how fast it really would go—the speedometer only went to a hundred."

Before he left the Illinois State Police in 1944, Clark was assigned and drove three other Nash cars as well as other makes. Each trooper recorded gasoline, oil, repairs and other costs. Mr. Clark saw these records, and he says "That's what settled it in my mind. When the war ended and I was able to trade for a new one, I naturally went for a Nash."

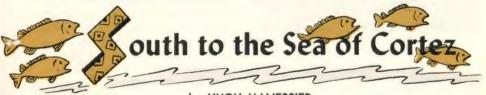
Mr. Clark went to Sea Isle City in 1944 to work for the Garden State Publishing Company. His boss, William A. Haffert, became mayor the next year and named Mr. Clark police magistrate.

Judge Clark's main job is publication work.

But his real love and avocation, he says, is his traffic court duty, especially when traffic is heaviest on the street and through his court.



This horse-drawn wagon built on auto chassis is busy when fishing boats unload.



by HUGH MANESSIER

A few years ago, Baja California was a mysterious, little-known region. Travelers from the United States seldom braved the primitive roads below the border. But returning vistors told of fishing in the Gulf of California, sometimes called the Sea of Cortez, that was almost beyond belief.

Today a new modern highway, just 125 miles long, opens this fascinating country to every motorist. Though not yet widely known, it offers one of the easiest routes to an authentic sample of Mexico. And at the end of the road lies San Felipe, an isolated native fishing village hugging the rim of a blue-water bay.

The point of entry is Calexico, a border town along the lower edge of California. Crossing into Mexico is a simple matter, but visitors may check with the U.S. border officials if they wish. For visits of 72 hours or less, a tourist card is not required. There is usually no inspection, and only a moment's delay while a uniformed guard smiles and says in good English, "Go ahead."

From Mexicali, Calexico's counterpart below the border, Route 5 takes the traveler swiftly south into the delta country. Here the natives have found new wealth in irrigated cotton fields, and a shiny new tractor parked beside a battered adobe hut is a common sight. Along the Rio Hardy, near El Mayor, fishermen have their first chance to wet a line. Bass, catfish, bluegill and crappies are the quarry, with a well-supplied fishing camp offering a pleasant

headquarters for sportsmen and

But the influence of civilization doesn't extend far below El Mayor. The character of the land changes rapidly, with sand dunes, salt flats, mountains and typical desert vegetation providing a variety of new experiences. The pavement ends abruptly at San Felipe, and travelers will find many unusual activities in the village to excite their interest.

There are several motels and a small hotel, but only the hotel can be considered really modern. Advance reservations are desirable. But many visitors consider it more fun to camp out on the beaches, and the majority of Americans stay at one of the free campgrounds located

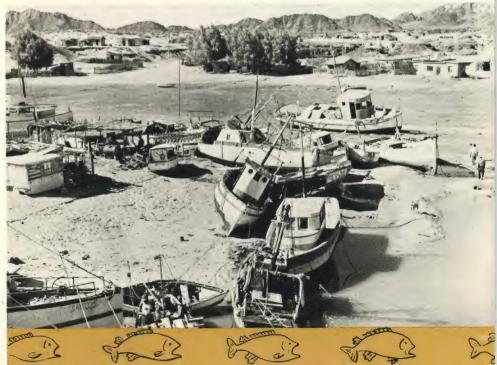
above or below the village. The bluffs and beaches to the north are the most popular. They are convenient for fishing the surf, swapping yarns and shells with nearby neighbors or just loafing in the warm sunshine.

Ice, gasoline, bottled water and other necessities are available, but it is well to bring along most supplies. Facilities in San Felipe are understandably primitive by American standards. However, some meals should be planned around the shrimp or fish that form the principal income of the village, for here they are fresh and at their very best.

Most sportsmen come to San Felipe to battle the giant sea bass, "Totuava," which weigh as much as

(continued on page 14)

San Felipe's 20-foot tide comes right into village, provides natural drydock.



#### (continued from page 13)

150 pounds. Fifty pound scrappers are a common occurrence at the peak of the season, and many other species add variety to the catch. Anglers may fish from their own boats, join other Americans on the party boats or hire individual boats and guides. It's best to take along personal tackle. Fishing the surf along the beaches is great sport, and almost any kind of tackle will do, for there are no breakers in the Gulf.

Visitors seeking relaxation will enjoy hunting for rare shells along many miles of sandy beaches. A twenty-foot tide makes this an exciting and productive adventure. A legendary buried treasure is reported to be hidden in the hills, and gaping holes along the cliffs attest to previous efforts by the natives to discover it. On a stroll through the village, San Felipe's residents may be seen bringing in their catches of fish and shrimp or busily repairing

nets, boats and equipment. They are friendly, but few speak English.

The trip should be planned for the cool months, from November to June, when fishing bordering on the fabulous may be encountered. But there are many who come to San Felipe just to enjoy the warm sandy beaches, isolation from the modern world and the soft sweet music of the Spanish tongue. Perhaps nowhere else may Americans visit a remote native fishing village in a foreign land so easily. Transported by the magic of the motorcar, it is a journey of only a few hours over a modern highway.

In time the highway may also bring to San Felipe electricity, window panes and telephones. But many travelers will prefer to remember the village as it is today—unspoiled and unforgettable—a memory of life as it is lived along the shores of the Sea of Cortez.

This hotel offers the best food and accommodations in village of San Felipe.









# Pictures and Snakes

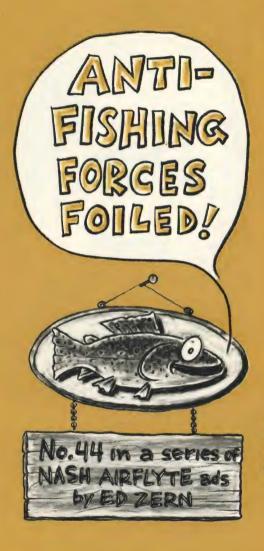
Pictures and snakes are the hobbies of Annette Avers of Portage, Wis.

With her mother and father, Mr. and Mrs. F. H. Avers, she has toured the country in their Nash Statesman cars, having her picture taken at every state line sign, at every state capitol building, at every scenic spot, and on the side capturing a snake to take home as a pet.

Annette's collection includes more than 25,000 colored third dimension photographs and more than 3,000 8 x 10 photographs.

Annette, now a student at college, attained world-wide publicity when she was a little girl, through her pictures with her snake pets and her picture-a-day record, which also made her a subject of "Ripley's Believe It Or Not."

The Avers have had three Nash Statesman cars in which they have traveled more than 350,000 miles and spent several hundred nights in their Nash beds.



Well, the because So they decide to the one when the control of th

"Why?" sa "Last year

"What's th

"Plenty,"
Airflyte, I bo
even have a
trips. The ly,
doesn't steer
end and help

"Good for hundred doll

"I'd use it "Such gran

a neighbor of to benefit the

"Not the glealer. I just over to Bass



See all 17 n Golden Airl your Nash ere was this ladies' garden club, and all the members were annoyed their husbands went fishing instead of helping to weed the petunias. ded to call a meeting of husbands and award five hundred dollars no had done the most for gardening. At the meeting, a husband named d up. "I think I ought to get the five hundred bucks," he declared. id the club president.

I bought an Apex Eight," said Charley.

at got to do with gardening?" said the president.

said Charley. "I used to fish a lot. But instead of buying a Nash ught the Apex. It doesn't even have Twin Beds, like a Nash. It doesn't single bed, so one man can snooze while his partner drives on long ggage compartment doesn't hold half as much as the Airflyte's, and it and handle easily like the Nash. The result is, I stay home every weekmy wife with the garden, and mow the lawn."

you!" said the president. "And what would you do with the five ars?"

to benefit de grass," said Charley.

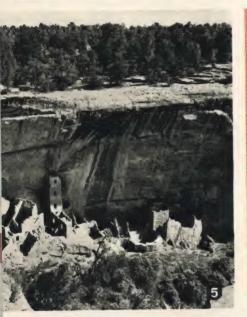
mmar!" said the president, handing him the check. A few days later f Charley's met him and said, "Charley, exactly how are you going e grass?"

grass," said Charley. "De Grass-Herman De Grass, the local Nash bought a 1952 Nash Golden Airflyte. How would you like to run Lake with me this week-end?"









## Our NATIONAL

Advocates of fall vacationing get support from an examination of a cross-section of the United Statesour National Parks. Our 28 National Parks are pretty well scattered throughout the country. Yet in many of them seasoned travelers believe fall is the best time of all. When indeed but in fall can one see aspen leaves touched by frost, shimmering in the sun in Colorado's Rocky Mountain National Park (1). Florida's Everglades (2) is cooler now. In Virginia's Shenandoah (3) and Great Smoky Mountains (4) of North Carolina and Tennessee, Jack Frost's tree-leaf touch lures almost as many visitors as spring wildflowers. Watching the full moon filter



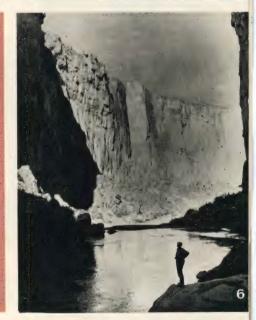






#### PARKS . . .

through pinosa pine trees and illuminate the countryside for miles brings enjoyment to those who visit Colorado's Mesa Verde (5) and its cliffdwellings. Sunny days and cool, comfortable nights come now to Big Bend (6) in Texas. Zion (7) and Bryce Canyon (8), both in Utah, reflect even more brilliant colors from their weird formations in the fall sun. The vastness that is Arizona's Grand Canyon (9) looks even more awesome if possible in clear, cool fall air. Kentucky's Mammoth Cave (10) is about the same year-around, 52degree temperature underground, but up above, its trees are turning shades of red, yellow and orange.











# The Land of Make Believe

Smoke belches from the stack of the lumber-laden tramp as she leans against the wharf ready to sail. Only there isn't any water. The ship sits high and dry on her bottom in the mud, as dry as before she was launched. Still the bustle on deck and the rolling smoke are the usual signs of a ship preparing to move.

Miles away along the coast a fisherman inspects his nets and gathers his catch, a chore of fishermen everywhere, but this fisherman doesn't use a boat. He travels by horse and wagon and climbs a ladder to get his fish.

No, it isn't a dream or a morningafter excursion into never-never land. This is Nova Scotia, where a lot of things happen that don't anywhere else, which is why a lot of tourists go there every year.

Take that ship, for instance, the one that's preparing to sail over dry land. She'll have 40 feet of water around her in an hour or two, all she needs and more to take her out of the harbor and into the broad Atlantic. It happens twice every day in the Bay of Fundy.

Geographers say the cause of Nova Scotia's tides lies in Fundy's funnel shape, which pushes the water higher and higher as it rushes in from sea.

Fishing with the ladder is done at Minudie on Cumberland Basin. Here the tide is so high the fisherman must set his nets on poles 15 feet high. But when the tide recedes the floor of the basin is bare and the fisherman takes wagon and ladder, gathers his catch of shad and returns home like a farmer with a load of turnips.

Tides are not the only oddity in Nova Scotia. The Canadian province comes close to not being part of North America at all. Only a nar-

(continued on page 22)





Nova Scotia means New Scotland. Here girl pipers tune up for gathering of clans.

(continued from page 21)

row neck of land called Chignecto Isthmus prevents it from being an island. The peninsula is long (374 miles) and narrow (no part more than 50 miles from the sea) and shaped like a big lobster claw jutting into the Atlantic.

The French were the first to arrive in Nova Scotia. Port Royal, founded by Champlain and DeMonts in 1605, is the oldest permanent white settlement in Canada and the oldest on the entire continent north of St. Augustine, Florida.

Here at Port Royal, too, was established in 1606 the first social club in America, the Order of the Good Time, whose members feasted on the bounty of field and forest and regaled each other with exciting tales of past exploits. The order is still in existence, and visitors to Nova Scotia qualify for membership if they remain in the province seven days.

Some other Nova Scotian communities have a special claim to fame. St. Mary's Bay Shore, a collection of French-speaking villages in the western part of the province.

claims "the longest Main Street in America," 32 miles of continuous built-up thoroughfare.

But of all Nova Scotia's towns and villages probably the most unique is Peggy's Cove on the south coast, built on solid rock with nary a tree in sight and hardly enough loose earth to raise a blade of grass. The inhabitants, mostly coastal fishermen, carry soil by wagonload if they hope to have a garden or else raise their vegetables outside the village. The final touch is the fence around the village to keep cattle in and intruders out. The village gate is carefully closed when vehicles enter or leave, a practice reminiscent of pioneer days when stockades defended frontier settlements.

Despite the fence the fisherfolk of the Cove are a friendly lot. They welcome artists and photographers and ordinary tourists to their picturesque "village on a rock." And their hospitality is matched in every other Nova Scotia community from the capital city of Halifax to the tiniest hamlet.

## The Trailer Comes of Age

Today's Mobile Homes are a Far Cry from Yesterday's "Cabins-on-Wheels"

by FRED WILSON

House trailers, the scrubby looking automobile appendages of the 1920s, have come of age!

About 30 years ago, a handful of campers, hunters and fishermen adopted the then-crude "cabins-on-wheels" as a means of escaping the arduous task of making and breaking camp.

The short, canvas-covered little trailer carts contained only sleeping bunks and a portable camp stove. But the sportsmen loved them. No more packing luggage racks and driving tent stakes, more time in the woods and stream.

Strictly week-end or vacation dwellings, the early trailers had little appeal to most people. The trailer seemed destined to be another piece



of special equipment for that special American breed—the out-of-doors man.

Today, 1,700,000 U.S. citizens hang their hats in homes on wheels. Putting it another way, there are more people living in trailers than there are living in Cleveland, Ohio, the nation's sixth largest city.

What happened? The stubby carcarts of 30 years ago have grown up. The tail has gotten bigger than the dog. Today's trailers are more than twice as long as the cars that pull them.

And they offer every modern convenience of a "permanent land home" plus the same personal freedom of the early trailer models.

Ninety per cent have standard (continued on page 25)



America's 9,000 trailer communities look like neat little suburban towns.



Retired couples make up a large segment of the nation's trailer population.

Attractive trailer bedrooms today are a far cry from sleeping bunks of Twenties.









(continued from page 23)

plumbing fixtures. Some expand to provide extra width or an upstairs room.

Built-in refrigerators with freezer compartments, automatic washing machines, dish washers, built-in television, picture windows, showers and bathtubs, screened-in porches, roof gardens, even wood-burning fireplaces can be found in trailer homes of today.

Trailers are no longer a camping investment. They are year around home investments for many intelligent Americans who have decided to take action against a spreading disease—chronic wanderlust. Or, they are filling a housing need for those in occupations that necessitate travelling about.

Retired couples make up a large segment of the nation's trailer population. Some cities and resort areas have set up trailer parks for the exclusive use of the retired.

Many servicemen with families are buying trailers to meet immediate housing crises but, also, with an eve to the future.

The Government has established trailer parks for defense workers and military personnel in areas where housing shortages exist.

Most of today's trailer communities, over 9,000 of them, look like neat little suburban towns. Evenlyspaced lots are rented for nominal monthly fees, which include water, electricity, police service, garbage collections and the like.

But, these mechanized nomads enjoy an advantage that is unknown to suburban dwellers. When the neighbors and/or the weather get disagreeable, they can drive their homes away.

Even wood-burning fireplaces can be found in some "permanent land homes."



Trailer kitchens have every modern convenience for housewife. Note dinette.





#### **EVEN-STEVEN**

This sign was seen in a restaurant in Deland, Ill..

Come in without knocking— Go Out the Same Way

Frank Gray Decatur, Ill.

#### NOT YET

There is a sign in a coal yard in Muskegon, Mich., that reads:

#### ARE YOU COALED?

Mrs. Mary Hewitt Bay City, Mich.

#### LOSES VALUE



I saw this sign near Elkins, W. Va.

Edward M. Minehart

Clarksburg, W. Va.

Share your smile with Nash Airflyte readers and be richer by five dollars. Nash Airflyte pays five dollars for each Smile Along the Road contributed by a reader and selected for publication. All contributions become the property of Nash Airflyte and none will be returned. Send your contribution along to Nash Airflyte Magazine, 431 Howard St., Detroit 31, Michigan.

#### WITH SHOWERS



I saw this sign near Leakey, Texas.

Harriet Redwine
Snyder, Texas

#### **BLACK MARKET?**

The following sign was seen in a Cleveland, Ohio, vacant store:

"This building for rent—will remodel to soot tenant."

Mrs. Stephen Lowe Cleveland, Ohio

#### WHAT!

On entering the small town of Killam, Alberta, Canada, I saw this sign:

Drive Carefully Avoid Accidents

#### KILLAM

A. C. Tomashek Cottage Grove, Ore:

#### INFLATION

Sign seen on a Connecticut road-way:

### FOR SALE KUTE KITTENS 50¢

Sign seen at same spot 3 weeks later:

FOR SALE

\$100

Leonard Mastrandrea Maspeth, N.Y.

#### NO COMMENT

In Worcester, Mass., this sign was outside the Worcester Auditorium:

June 23-28—Summer Stock Vincent Price in "Good-Bye Again" June 28—Republican Meeting

> Mrs. Shirley Beckman Waltham, Mass.

#### IF NOBODY ELSE?



This business establishment is located on Highway 99 in the city of Eugene, Ore.

Robt. W. Davis Eugene, Ore.

#### FOR THE SEAL OF BEAUTY

Nash Lustur Seal is a scientific preparation used for restoring the original

beauty of enamel and lacquer paint finishes. Lustur Seal adds depth to the finish yet leaves nothing to wash or melt off, nothing to collect dust or dirt. When properly applied and cared for, Lustur Seal will last the lifetime of the car. Consult your Nash Dealer.









# Helpful Hints

If you have a favorite way of performing some ordinary household task, or have discovered a short-cut in the performance of some chore, send it along. Nash Airflyte Magazine will pay five



A quick way to "frost" cup cakes is to turn them upside down and twirl them around in the frosting.

Mrs. Paul H. Carlson

To remove dust faster and easier from the windows, baseboards and those hard-to-get corners, use a small paint brush and you will find it very effective.

> Mrs. O. K. Davis Laredo, Texas

Beaver, Pa.

To keep baby's bonnet in shape when washing, place on a balloon inflated to proper size.

Mrs. Alfred Renzelman Wray, Colo. If you have an old umbrella that you don't want, strip off the cloth, open it and hang it up by the handle. It makes a wonderful rack for drying clothes in crowded quarters indoors. Also it can be stored in a small place.

Maurice Sabin Hinesburg, Vt.





The old fashioned popper with the thin metal bottom and screen lid is ideal for roasting weiners outdoors. Put a pat of butter or margarine in, add weiners and shake until lightly browned. Saves time, and weiners are ready in a jiffy.

Maroline J. Schroeder North Olmstead, Ohio

#### FROM NASH OWNERS

dollars for each contribution published. None will be returned. Address all contributions to Nash Airflyte Magazine, 431 Howard Street, Detroit 31, Michigan.



Pipe cleaners are useful for making a plastic bag air tight when storing foods such as onion or garlic. Twist the pipe cleaner around the bag to make it air tight and odorless. The pipe cleaners can be reused.

Mrs. Harvey L. Schaefer Rapid City, S. Dak.



Apply a thin coat of wax to the dust pan to make the dust slide off easily.

Mrs. Sue Hackett Baker, Ore.

A long living room with an alcove or bay window offers an excellent opportunity for creating a charming little dinette. Simply use a contrasting wall color for that portion of the room.

Mary Zalewski Cleveland, Ohio

#### FOR BETTER VISIBILITY

Don't be constantly worried when driving in bad weather by not knowing what's behind you. The NASH REAR WINDOW WIPER, designed and approved by Nash engineers, will reduce

the dangers of driving in snow, sleet or rain. Simply touch a button on the instrument panel—and presto, the rear window of your Nash Airflyte will be kept clear.





## A word to the wise

And it's a wise motorist who
GETS FACTS—NOT OPINIONS
about his car's condition

### LET US DIAGNOSE YOUR CAR



We use the latest in scientific diagnosis equipment to give your car a thorough check of steering, electrical systems, wheel alignment and the fuel system.

Our skilled Service Craftsmen interpret the findings and give you a written report on any corrective or preventive service that may be required.

Thus-Science, Skill and Knowledge combine to GET THE FACTS!

THAT'S YOUR GUARANTEE
FOR PEAK CAR PERFORMANCE!



## The ABC's of peak car performance!



DIAGNOSIS

SERVICE



## **GET THE** FACTS

Let us give your car a complete diagnosis



FRN SERVICE

BRING YOUR Hash TO FOLKS WHO KNOW IT BEST

SEC. 34.66 P. L. & R. U. S. POSTAGE PAID DETROIT, MICH. Permit No. 5548

Howard E Kilborn 906 Bauman Ave Austin Minn

Enjoy Autumn's Beauty

Autumn pours out many rich gifts from her lavish horn. And there's nothing more rewarding than a drive in the country when the leaves are turning. Don't let mechanical troubles spoil your trip during this colorful season. Let us condition your car for full enjoyment.



### ENSTAD NASH, INC.

1327 Oakland Ave., W.

Austin, Minn.

Phone 9639

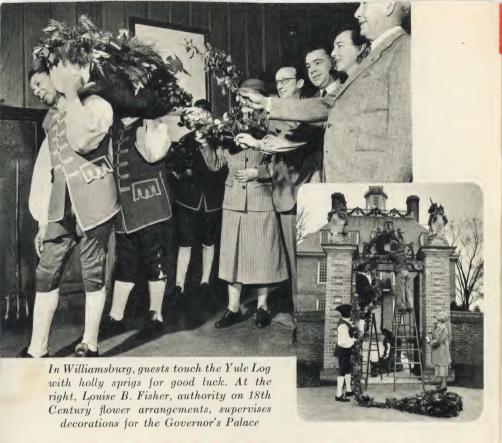
More For Your Cash at Enstad Nash

14-5









#### A Good Old-Fashioned Christmas

18th Century Williamsburg set the pattern for today's holiday festivities.

by MARIA SHEERIN

A good old-fashioned Christmas means that everybody turns out and has fun, and this is the way Williamsburg, Va., has celebrated since the town was young.

Since 1693 when the College of William and Mary was founded, Williamsburg has been affected by the fact of its being a college town. Colleges of that period did not include a Christmas vacation in their schedule. Instead a ceremony known

as "Barring Out" was observed. On a day well before Christmas, the students barred the doorway to the College against the President. The President accepted the decree, and the holiday was officially declared.

From then on the people of all ages in the town and round about on the plantations were caught up in a whirl of dancing, visiting, eating, caroling and wassailing.

Gathering evergreens and mistle-

toe was the first pleasant task of Christmas. Garlands were made, and wreaths and swags, and they were looped about the gates and doorways. Candles were placed in windows, and lanterns were hung outside the doorways.

While the evergreens were being brought in from the woods, the women of the family were busily making fruit cakes and mince pies. The Yule Log, hauled into the house, was as large as the big fire-places would hold.

There were no firecrackers, but the colonial Virginians had something much noisier and more exciting. They fired Christmas guns.

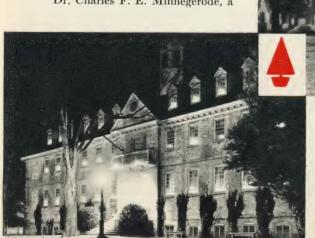
The Christmas parties included balls and masquerades and, of course, a round of feasting when families and friends gathered about the long tables in hospitable homes.

On "Twelfth Night," January 6, the Christmas holiday season closed with a gay party and a "Twelfth Night Cake." Iced and elaborately decorated, the Twelfth Night Cake contained a bean and a coin. Whoever found the token reigned as King or Queen of the evening.

Dr. Charles F. E. Minnegerode, a

young clergyman from Germany, set up in the long white house of the Tucker family the first Christmas tree in America. He decorated it with candles and bits of colored paper, and the Tucker children asked all their little friends in the town to come and see the wonderful tree.

Out of all of this tradition has come the modern celebration of Christmas in the old city of Williamsburg, which has been restored to its 18th century appearance. The homes and public buildings are gaily dressed, and a candle glows in every window. A Yule Log burns in the Williamsburg Lodge, Carolers go about the streets. Christmas guns are fired. And a big Christmas tree flaunts its bright and shining decorations on Market Square, not 100 paces from the Tucker House where the first Christmas tree in America burst into Christmas bloom.



Firing the Christmas guns, a colonial custom, opens Williamsburg's festivities

The Sir Christopher Wren Building of the College of William and Mary is lighted at Christmas with candles

#### Let's Peek Into Santa's Sack

Wonderful surprises are in store for the youngsters when Santa unloads his big packful of toys this Christmas

#### by RUTH MILLARD

Santa, 1951 style, will have a big packful of wonderful toy surprises in spite of all the difficulties of material limitations and shortages.

Toys that develop aptitudes and prepare for careers get star billing this Yuletide. New toys will give youngsters a chance for purposeful accomplishment in a wide variety of careers ranging from plugging in a miniature switchboard, setting a doll's hair, caring for a newborn baby and baking an angel food cake to road construction, farming, rail terminal operation, city planning and peaceful uses of atomic energy.

The cowboy continues to hold number one spot as juvenile hero with several million girls rated as eager to share in Wild West regalia. Miniatures of military equipment and junior GI uniforms reflect some interest in defense preparations.

New for cowboys is a pistol that locks into the holster and a stick-

horse complete with holsters and other Wild West trappings for toddlers. A New York Central freight car inspires a new toy chest. Latest toy to encourage good grooming is a miniature shoe shine kit.

Hair tinting with safe food colors is a new thrill; carrot top and chestnut hues wash off easily, so doll's personality can be changed again and again. A new kind of process has achieved hair which appears to grow from roots in a vinylite scalp just like human hair except that this hair can't be pulled out. This new style is practical for combing, shampooing and setting.

A new line of bicycle features an expandable frame that adds more inches than previously. Electric train manufacturers have cut down items so as to assure national distribution of the rolling stock they are able to produce with what steel is available.

Creepers will applaud this new style roller toy (1) that is light enough in weight to double as a rattle and banging toy. Later the roller can be converted into a push and pull toy. Noma, the electronic doll (2), sings, laughs, talks and prays when a button on her tummy is pressed. The voice mechanism operates on electronic principles. Miniature war materiel (3) reflects the step-up in national defense preparation. Junior

eyes a 1951 style army truck stocked with overseas packages. Clue, an intriguing board game (4), introduces a completely different technique in crime detection, parlor style, that will be sure to intrigue "who dunnit" fans of all ages. (5) This young lady is playing a tune on a miniature bagpipe, the first miniature of the instrument ever made. A redesigned "chanter" makes the instrument easy for a child to learn to play.





orfasi





The magic that is Christmas transforms America into a festive land-as city vies with city and hamlet competes with town to array their communities in the brightest of holiday dress. Yuletide customs through the years have changed. But not away from the unusual. In New York, Macy's elaborate Thanksgiving Day Parade (1) ushers in the Christmas season with balloons, floats, bands, clowns and all the rest. Denver. Colo., turns its civic center (2) into a fairyland of bright lights and beautiful decorations. A favorite with the children is the El Cajon, Calif., Mother Goose Parade that features animated figures-sometimes a clown (3) or perhaps a "Farmer in the Dell." America's "Christmas City," Bethlehem, Pa., has beautiful electrical street lighting displays (4) and the huge Star of Bethlehem on the top of a mountain overlook-





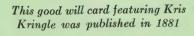


ing the city. In historic Taos Pueblo, New Mexico, Indians (5) don ceremonial regalia for a series of strange but colorful holiday celebrations. In contrast, back in the days of the Wild West, shooting (6) instead of pulling the Christmas turkey wishbone was popular. New Yorkers of that day crowded the market (7) at Christmastime for the arrival from the West of rare game such as bear, buffalo and venison to transform into a delicious holiday meal. And men at sea decorated their ships (8) for Christmas with holly and mistletoe. Down in New Orleans, turkey peddlers (9) drove their flocks through the streets, giving buyers a chance to make their Christmas dinner selections without visiting the markets. Somewhat like today's Trick or Treat on Halloween was the custom years ago of street-waif masqueraders (10) soliciting Christmas contributions from good-natured tradesmen.











Christmas cards at the turn of the last century were forced into post card format by the craze for penny postals then sweeping the country

Horsley's art was a far cry from today's fine Christmas card paintings, but he started a cycle, which 100 years later was to bring fine art into high favor on Christmas cards. An American shopping for cards this year may select, for instance, a painting called "Snow Under the Arch" by another Royal Academy member-Winston Churchill, Britain's wartime prime minister and famed amateur artist. Or he might choose Reginald March's "Christmas Shoppers," or "Grandma" Moses' "The White Church" or "Fifteenth Century Print" by Stanley Crane.

These, and others by more than a score of contemporary American,

English, French and Canadian artists may be found this year among the fine art reproduced by the Hallmark greeting card company of Kansas City, Mo., and other leading greeting card firms.

Not every American can visit the great art galleries. Few can afford to purchase original paintings for their homes. But almost everyone can collect fine art of Christmas cards—"the art gallery of all the people" as it has been termed. Some people mount Christmas cards in frames for their living room walls, others classify them by schools of art in scrapbooks or file boxes, and teachers and students alike utilize them in art classes.

(continued on page 12)

There is some dispute about whose Christmas card came first, but hardly any about placing the origin of the Christmas card in the London of the 1840s. Incidentally, the first cards coincided almost exactly with the introduction of the first Christmas tree to London by Prince Albert, Victoria's consort, and the publication by Charles Dickens of his classic Christmas stories, "A Christmas Carol," "The Cricket on the Hearth" and others.

Christmas cards appeared in America only shortly thereafter. But the origin of the first ones is clouded. One story, which provides a nice American contrast to the British tale, gives credit for the first Yule greeting to a New York State dry goods merchant, R. J. Pease of Albany. Pease designed, printed and mailed one of the first examples as an advertisement for his "Great Variety Store and Temple of Fancy."

The best early Christmas art in America came, not unexpectedly, from Boston in the 1870s with Louis Prang, a sensitive and art-loving lithographer whose ideas were years ahead of his time. Prang published his first Christmas card in 1874 and his last less than 20 years later. But in that brief interval he established a collection among the most prized in the world today.

Toward the turn of the century, a postal card craze swept the country, carrying Prang and most other card publishers before it. It lasted for nearly two decades, and it was not until about 1908 that Christmas greetings of the type we know today reappeared. The resurgence of fine paintings on Christmas cards did not occur until the 1930s.

Santa Claus, holly wreaths, candles, bells and Yule logs have not been abandoned as Christmas card illustrations. They are age-old symbols as warm and appealing today as 100 years ago. But fine art for Christmas has found a response so loud and clear all over the country that it promises to grow and grow. Sir Henry Cole definitely started something.

The paintings of 90-year-old Grandma Moses are reproduced by Hallmark

Stand-up, cut-out Christmas cards
are perennial favorites with children







#### North Pole • U.S.A.

by DON E. HALL

All the color, the wistfulness and the miracle of a perpetual Christmas are found near Wilmington, N. Y., in the little village of "North Pole."

It's here that Santa Claus has his branch headquarters in a setting of pines and birches on Whiteface Mountain in the Adirondacks.

Scattered throughout the village are a dozen tall-peaked, brightly-colored, log houses filled with thousands of toys. In nearby exciting miniature work shops, Santa's elves and gnomes fashion other playthings dear to the hearts of children.

From the hills above, the treesurrounded village gives the appearance of the little toy towns often found under Christmas trees. In the center of the village is an honestto-goodness frosted "North Pole" from which the town gets its name. (A hidden refrigeration unit assures the pole of an icy coating at all times.) Close by are Santa's reindeer and his other animal friends.

Santa, himself, greets all of the visitors and even shows them through his home. There is a tranquil stream, rustic bridges, a huge waterwheel and a sparkling lake. Children delight in a lollipop tree from which they can pull free candy.

But that isn't all. There's a Post Office, a blacksmith shop with a real "smithy" at work, a potter spinning his wheel and a glassblower fashioning reindeer and elephants.

Santa has to give up seeing visitors after October 31 so that he can fill his Christmas orders. The village reopens, after he has had a rest, on June 15.

Although adults enjoy the village attractions immensely, the thing they remember best is the reaction of the children . . . the laughing eyes, the excited voices, the tugging, impatient little hands. Indeed, here, for just this once in the world, is a dream made real—a dream a child can touch!



Climax of the week of winter sports at New Orleans is annual football game New Year's Day played in the Sugar Bowl on the Tulane University campus

by HARRY MARTINEZ, Sports Editor, New Orleans States

Thousands of visitors are attracted to New Orleans annually to take in the week of winter sports, climaxed by the Sugar Bowl game New Year's Day. The Sugar Bowl has grown into a major attraction that rivals the annual Mardi Gras as a medium to bring tourists to the picturesque old city with its French Quarters, known as the Vieux Carre.

The city has preserved the old section with buildings dating back over 100 years. The old Cabildo, the St. Louis Cathedral, old Jackson Square commemorating the Battle of New Orleans and the quaint buildings have long been a magnet that has drawn tourist trade.

Eighteen years ago, a group of 39 citizens decided New Orleans needed something besides its Mardi Gras and struck upon the idea of a football classic. The first game New Year's Day, 1935, in which Temple, coached by "Pop" Warner, played Tulane, coached by Ted Cox, was

played before 32,000 fans. Tulane won, 20 to 14.

The Sugar Bowl grew so fast that it became necessary to enlarge the stadium several times and today it is the largest double-decked steel stand in the world, seating 82,289. And still seats are at a premium. The stadium is located on the Tulane University campus.

A majority of the football greats have performed in the Sugar Bowl from year to year, including Sammy Baugh when he played for Texas Christian, "Jarrin' Jawn" Kimbrough of Texas A&M, "Chuckin'" Charlie O'Rourke, who led the Boston College Eagles, then coached by Frank Leahy, to a 19 to 13 victory over Tennessee; Charlie Trippi of Georgia; Eddie Prokop, Georgia Tech; Harry Gilmer, Alabama; Bob Fenimore. Oklahoma A&M: Charlie Justice, Bobby Layne, North Carolina; Texas, and Babe Parilli, Kentucky, to mention a few.

The Sugar Bowlers have a most interesting program to go along with the bowl game. In late December when other sections are frozen in, there is a Sugar Bowl regatta on Lake Pontchartrain for the visitors who like such sports.

Many of the nationally famous tennis stars compete each year in the Sugar Bowl tennis tournament. Wilmer Allison, Bobby Riggs, Don Mc-Neill, Ted Schroeder, Pancho Segura and Ed Moylan are some of the previous winners of this event.

The basketball tournament has outgrown the Municipal Auditorium that seats close to 10,000 people. Besides, there's boxing between outstanding college teams and an invitational track meet to which the nation's top track stars are invited.

This year the meet will be highlighted by the pole vault with such 15-feet vaulters as Don Laz of Illinois, Bob Cooper of Nebraska and Bob Richard of Laverne, Calif.

The week of sports starts Thursday, December 27, with boxers from Wisconsin and Louisiana State in a dual meet. J. T. Owen, Coach of the Louisiana State team, has been named U.S. Olympic boxing coach.

The tennis tournament starts December 27 and continues through December 29.

Competing in the two-night basketball tournament December 28-29 will be teams from the University of Kentucky, Brigham Young, Villanova and St. Louis.

The regatta at the Southern Yacht Club is scheduled Saturday, December 29 and the track meet Sunday, December 30. The football game starts at 1:45 p.m. New Year's Day. The winter racing season is in full blast during Sugar Bowl week. But morning races are held New Year's Day so as not to conflict with the football classic.

## MID-WINTER SPORTS CARNIVAL PROGRAM

**New Orleans** 

BOXING—Thursday, December 27
Wisconsin vs. Louisiana State

TENNIS—Thursday, December 27 Friday, December 28 Saturday, December 29

BASKETBALL—Double headers Friday, December 28 Saturday, December 29 University of Kentucky Brigham Young University

Villanova College St. Louis University

REGATTA—Saturday, December 29
TRACK—Sunday, December 30
FOOTBALL—18th Sugar Bowl Classic,

Tuesday, January 1, 1952



## Yours for a Merry, Merry Christmas

#### with the World's Most Moder



Your new car fun is never-ending when you buy a Nash Airflyte—it's brimming over with more good surprises than a Christmas tree.

You'll step into it on a raw December day and tune in balmy June on the Weather Eye Conditioned Air System. You'll touch a lever and sink back to rest, even nap if you wish, in the exclusive Nash Airliner Reclining Seat.

You'll fill the gas tank and go farther than ever before without refilling. You'll load the family and luggage and wonder how any car can hold so much. You'll marvel that rattles never develop...than welded Airflyte Construction.

Until you take your first lor Ambassador, you'll never be deliver you at journey's en refreshed. For it's the greate ever built. Its Jetfire engine stock car record—102,465 m

Get your family the ideal gir for years to come. See your take your happy choice of I Double your money's worth—double your motoring fun with the Rambler Station Wagon—the new kind of All-Purpose Sedan that converts from luxury family sedan to heavy-duty hauler at the drop of a seat. The price includes \$300 of custom accessories.

Join the new "Who's Who" in motoring—the "Rambler Set." Many of the most important people in America now drive this newest idea in automobiles. See and drive the Rambler Country Club—America's smartest, low-priced, custom-equipped "Hardtop."

#### rn Car!

body squeaks and ks to double-rigid,

ng trip in a Nash elieve a car can d so relaxed and est "distance car" set the new 1951 iles an hour.

ft you'll all enjoy Nash dealer and 17 Nash Airflytes.

## Mask Sirflyte

3 Great Series Priced For Everyone To Own The Ambassador • The Statesman • The Rambler

**GREAT CARS SINCE 1902** 



#### NU-WRAY INN Burnsville, N. C.

#### SOUR CREAM PIE

Mix 3/4 cup sugar and 1 cup sour cream together. Add 2 slightly beaten eggs, 1 teaspoon cinnamon, 1/2 teaspoon nutmeg, 1/2 teaspoon ground cloves, 1/2 cup pecans, a pinch of salt. Pour into unbaked pie shell and bake in hot oven (425 degrees) for 20 minutes. Reduce heat to moderate oven (325 degrees) and bake 20 minutes more. 1 cup undiluted evaporated milk plus one tablespoon of vinegar may be used in place of cream. Sweetened whipped cream and pecans may be placed on top as an added touch.

## ANGELO'S Gulfport, Miss.





## THE KING'S ARMS Williamsburg, Va.

#### TIPSY CAKE

Take two layers of sponge cake and soak them well in sherry and chill well. Take a quart of cold boiled custard and pour part of it over one layer. Add the second layer and stuff the top with split blanched almonds and pour the remaining custard over it. On the top of the cake put whipped cream and a few chopped toasted almonds.

## → BROILED FLOUNDER AND SAUCE

Make several small cuts across the top of the cleaned fish and insert slices of garlic. Sprinkle fish with oregano and broil. Make a sauce by combining lemon juice, a touch of mustard, mayonnaise, olive oil, chopped capers, parsley, and salt and pepper. Pour sauce over broiled fish and heat in oven for a few minutes before serving.

## Holiday Dishes



MADER'S RESTAURANT Milwaukee, Wis.

#### HOLIDAY WINE BOWL

Make one quart black tea, not too strong, out of four individual tea bags. Cool, then add two fifths light sweet wine, one fifth Zinfandel, six ounces orange curacao and six ounces California brandy. Mix and put in refrigerator to cool. Serve with maraschino cherry and pomegranate seeds. A slice of orange may also be added. Will serve 25.

#### CRANBERRY SALAD

Soak 1 tablespoon gelatin in ½ cup cold water and dissolve in ½ pt. boiling water. Combined with 1 qt. cranberries, ground fine, 2 cups sugar, rind of ½ large orange, juice of 2 large oranges, ½ cup chopped nuts, 1 cup chopped celery. Mold in muffin pans for individual salads. Serve with crisp lettuce and top with salad dressing.



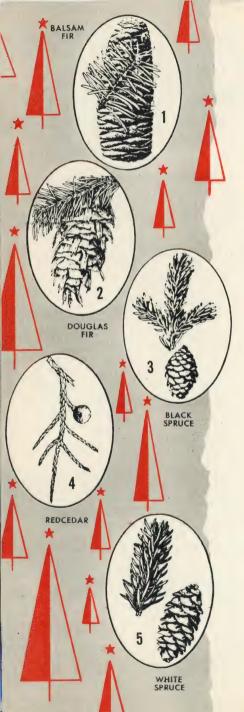
## LEO GERARD'S RESTAURANT Huntington, N. Y.

#### WELSH RAREBIT

Chop fine 1 lb. real sharp old cheddar cheese. Mix together in a cup: 1 teaspoon Worcestershire. 1/2 teaspoon cornstarch with a small amount of stale beer or ale. Put small amount of beer in skillet or sauce pan-let come to a boil. Add cheese. Stir slowly, 'Add more beer as needed, but do not let it become too thick. When mixture is smooth, add cup mixture and stir well. Just before you pour the rarebit over crisp toast in very hot casserole dishes-add a good pinch of baking soda. Garnish with paprika and eat immediately. For two.

#### ARROW ROCK TAVERN Arrow Rock, Mo.





## There'll Always be

by A. M. SOWDER

Extension Forester
U. S. Department of Agriculture

It wouldn't be Christmas for most American families if there were no Christmas tree, beautifully decorated with highly-colored ornaments and strings of lights, beneath which Santa Claus places the presents.

Most people take it for granted that there always will be a Christmas tree in their homes. But getting the trees to the public in time for the holiday season doesn't just happen. It is the result of careful planning made many months ahead of Christmas for the harvesting of the symbolic trees.

Inventories are made and cutting contracts let in spring or early summer, and the actual harvesting begins the last of October and continues till almost Christmas.

Precautions at the time of harvesting are taken to aid needle retention. The trees are stored in moist, cool places in the forest—along streams, north slopes or in the protection of tall timber. Finally, when the trees are brought to concentration yards for sorting, grading, bundling and butt-trimming, they are protected as much as possible against drying out.

Once they are displayed on the city markets, the buying public takes over. Generally customers are not too choosy about Christmas trees as to species. Sure, they want an evergreen; they want it bushy and they want the needles to stay

## a Christmas Tree

on through the holiday season. If the needles are not easily shaken off, the tree is OK. Often one can tell its freshness by feeling a branch or two, running the fingers through the twigs.

Once the tree is home, make a fresh, slanting cut at the butt, say an inch or so, splash cold water all over it from top to bottom and store it in a cool, moist place, standing it in water. A cool shady spot in the basement way or in the cool of the garage, inside or out, is suitable. A daily douse with cold water is good for it.

If you are choosy about species, here are a few tips to help tell some of the more common Christmas trees. Eleven species make up 97 per cent of all the trees cut in the United States, and the five leaders make up 83 per cent.

Balsam fir (1) comes first. It accounts for 30 per cent of our production. It grows in the northern tier of states and adjacent Canada from Minnesota east, and it's the most common tree on our eastern markets. It has short, flat, flexible dark green needles, ½ to 1" long, usually rounded at the tip, and the blunt buds are coated with pitch. The twigs of the balsam fir resemble crosses more than do other evergreens, and this was first thought to have had something to do with its early popularity as a Christmas tree.

If you live west of the Plains regions more than likely you'll have a Douglas fir (2) in your home because they are plentiful out there.



Twenty-seven per cent of the U.S. production is of this species, and practically all are produced in the Pacific Northwest. Montana, with its three million annual output of Douglas-fir, harvests over half the United States production. Over three-fourths of Montana-grown trees are sent to the Central States. and approximately half the trees used in Chicago first saw the light of day in Montana. Douglas-fir needles are short-stalked, flat, 3/4 to 11/4" long, dark yellow green or blue green. The needles are fairly soft and pliable, and they are attached all around the twig, not flat lying (feather style) like the balsam fir.

Black spruce (3) is in third place even though it only makes up 11 per cent of the total. The greatest use for this species seems to be for Christmas trees. It's too slow growing for wood or lumber production. Black spruce grows in the same general areas as the balsam fir but in wetter spots, even bogs and swampy areas. Its needles are fourangled, ½ to 5%" long, pale blue green with dull gray cones 3½ to 1½" long. The cone scales are rigid, rounded and slightly toothed.

(continued on page 22)

(continued from page 21)

Redcedar (4) is among the first five with its figure of 10 per cent of the total Christmas tree production. Since it grows very extensively throughout the eastern half of the United States, it is largely a local trade tree. Its leaves are scale-like, 1/16" long, dark blue green, or on leading shoots needlelike, up to 3/8" long. It may bear a rounded fruit like a berry. By the way, it's

the state tree of

In fifth place, with five per cent of the production, is white spruce (5), and its natural range is about the same as balsam fir but a little farther north. It. is common in Canada, as it is often called Canadian spruce. Its needles are four-angled, 1/2 to 3/4" long, blue green in color.

Of the 21½ million Christmas

trees produced annually in the United States, 87 per cent come from private lands, that is, farm woodlands, forest lands or plantations. This provides supplementary income to farmers and woods workers. In Montana, for example, Christmas trees add about a million dollars annually to the farm income.

At the storage centers in the woods these 21½ million trees are worth about six million dollars, and adding processing, transportation, and handling to get them to the

wholesale markets makes them worth about 20 million dollars. At retail prices, the trees make up a \$50million industry.

The question is frequently raised when there are left-over trees on the market, "Is the use of Christmas trees contrary to conservation?" The answer is no! We should use and grow more Christmas trees. One of the first to raise this question

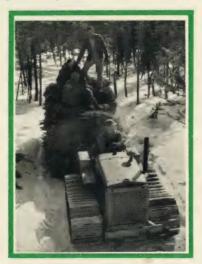
was a President of the United States—Theodore Roosevelt. Another President Roosevelt, Franklin D., thought so much of the practice that he grew Christmas trees for sale on his New York farm.

Going back to Theodore Roosevelt, he felt so strongly about cutting a tree for Christmas that he forbade their use in the White

House. He considered it wasteful. But sons Archie and Quentin didn't. They smuggled one into Archie's room.

The family controversy that ensued was referred to the President's friend and adviser on conservation measures—Gifford Pinchot. He assured the President that the proper growing and harvesting of trees were good for the forests.

Many young stands of trees are so dense that thinnings are necessary, and all the better if thinnings can be used for Christmas trees.



The members of our
Service Department wish you
a Merry Christmas and a
happy, carefree year of
motoring for 1952

Service Department Personnel

Give **Rash** Accessories for a MERRY CHRISTMAS and a NEW YEAR of comfort and convenience



Driving will be made safer in 1952 for owners who have a Nash Spotlight with rear view mirror. It's dandy for picking out road signs and house numbers.



Nash twin bed mattresses in compact plastic bags with easy-working zipper will delight every member of the family. They can't be beat for comfort.



Packages—gay and varied, colorfully wrapped and ribbon-tied—are the visible symbol of the gay and festive spirit of Christmas time.

If you've unlimited funds and no imagination, you can turn the gift-wrapping business over to professionals. But you'll miss much of the fun that goes with giving a gift.

To make lovely and interestinglooking "prize packages," you need not tie yourself into knots, either literally or figuratively. And you needn't be limited to the conventional materials, ideas and colors.

Hunt up unusual papers with designs that show up dramatically

on the boxes; use standard wrappings in new ways; use Scotch tapes in various colors, ribbons of different widths and colors and raid the notion counters for clever little doodads to slip under the ribbons and add character to the gift.

When it comes time to doing the actual wrapping of the packages, clear away an adequate working space—flat, firm and with plenty of elbow room.

Assemble all your equipment: wrapping papers, tissue papers, scissors, seals, glue, ribbons, boxes, tapes, gift enclosure cards, a fountain pen and any extra decorations.



For gifts in boxes be sure to have the wrapping cut so it is about twice as long as the box. If the paper is not sufficiently large enough to allow for the length, paste two sheets together. Fold paper over the box, pull smooth and taut, fold ends neatly and fasten with Scotch tape or decorative seals.

A tissue paper of cellophane fluff is quite suitable for wrapping jars of jelly, bottles of perfume and similar containers. To do this cut two squares of tissue or cellophane, or one of each, large enough so that when the container is placed on the center they may be brought to the top and fastened in a big fluff.

When giving several small gifts to the same person, try wrapping each separately then tying them all together tier-fashion with a big bow and a spray of evergreen decorating the top.

For patriotic wrapping, wrap the package in white tissue paper, then, with a marking, divide the box in three equal parts. Cover one end with red tissue paper and the other with blue. Tie polka dot ribbon on overlapping ends of paper and finish with many looped bows. Add

(continued on page 26)





One of last year's greeting cards mounted on a piece of scalloped gold paper decorates this package

Cellophane makes small bottles or small boxes colorful and sparkling when they are arranged like this

(continued from page 25)

gummed seals as an extra decoration.

For the male of the species omit the frou-frou. If you use bows, make them flat and tailored. Choose masculine colors in both paper and ribbon—browns, dark greens, blues and gray.

The package may be decorated with pictures typical of the man's special interest, such as sport scenes; or it may be trimmed with gadgets of a particular hobby—colorful fishing flies, a toy gun, miniature camera, deck of cards or even bright packages of garden seeds.

For the "strictly business" man, wrap your offering in the financial page of the newspaper, tie with gold ribbon and decorate with play money—bills and coins.

No matter how you choose to tie the ribbon on the package, the bow is always made separately and attached later. Making perky bows requires a bit of practice but the results are worth the effort.

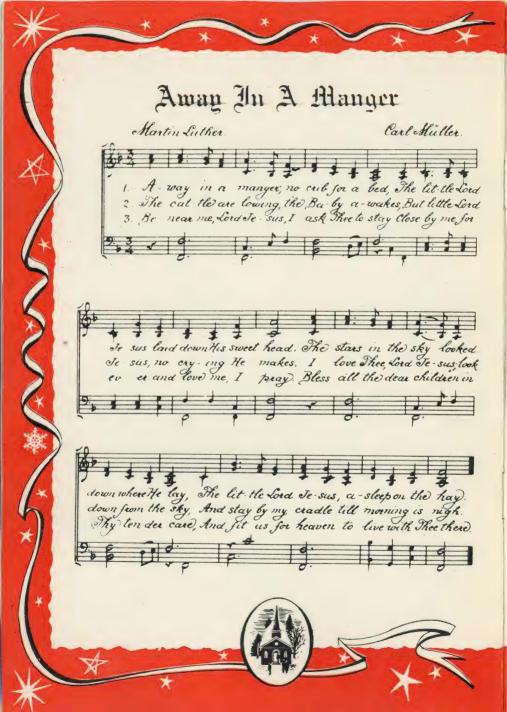
To make a big, full bow, use ribbon two or three inches wide. Pinch gathers in ribbon about three inches from one end and hold between the thumb and forefinger of the left hand. With right hand, make a loop about two inches long and pinch in gathers.

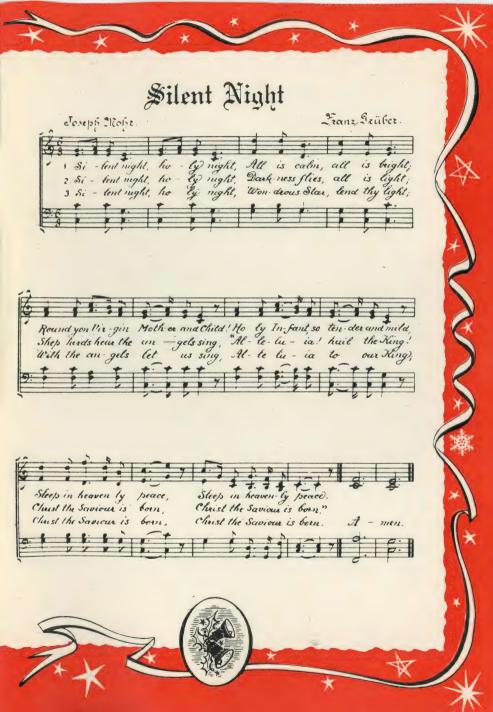
Continue looping ribbon back and forth, always holding finished loops in left hand, until you have made enough to give the desired fullness. Fasten loops in place with fine spool wire and fluff out loops into a rounded pouff. About three yards of ribbon is required to make a nice full bow. The narrower the ribbon, the more loops will be needed.

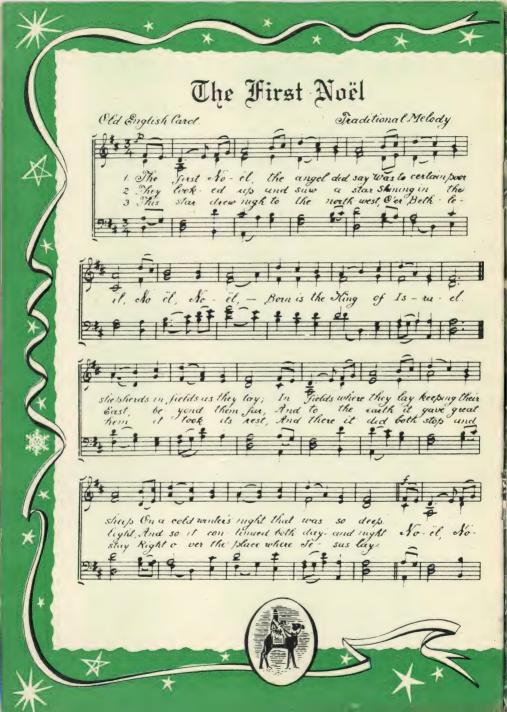
For beautiful gifts, experiment with ideas of your own. They will be original and have personality—a compliment to the receiver and a source of pride to you, the giver.

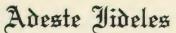


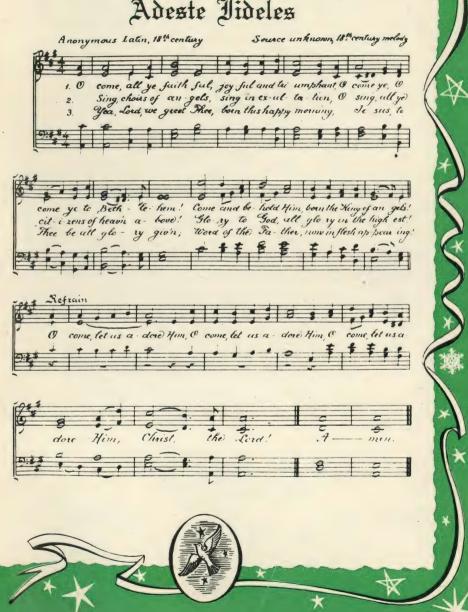
"Jingle Bells, Jingle Bells" sing out Paul Whiteman and (left to right) Nancy Lewis, Stanley Klet, Andrea McLaughlin and Janie Keegon of Whiteman's TV Teen Club. It's fun to sing at Christmas. And to help you do so, the words and music to some favorite Christmas songs are found on the pages that follow.











SEC. 84.66 P. U. & R.
U. S. POSTAGE
PAID
DETROIT, MICH.
Permil No. 5548

Howard E Kilborn 906 Bauman Ave Austin Minn

## FOR AULD LANG SYNE

Once again, the Christmas Bells ring out the beautiful message, "Peace on Earth, Good Will Toward Men."
... It is in the full spirit of the Season that all of us thank you for your good will toward us throughout 1951—and extend to you and your family our Best Wishes for a Happy Holiday Season and a New Year of prosperity and achievement.

## ENSTAD NASH, INC.

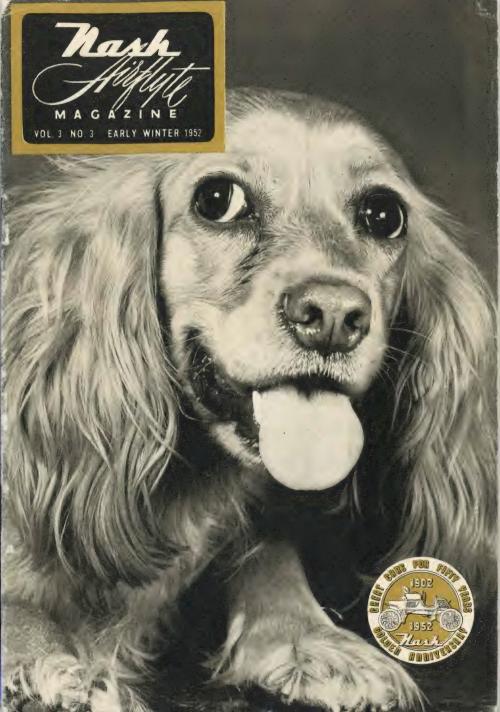
1327 Oakland Ave., W.

Austin, Minn.

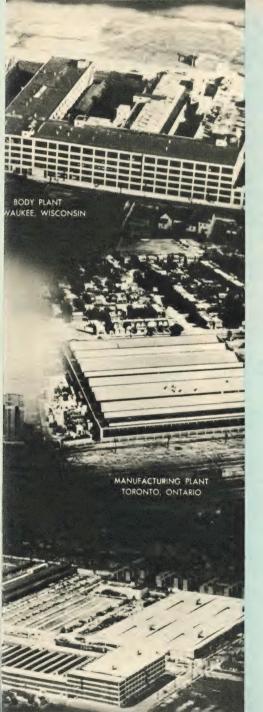
**Phone 9639** 

More For Your Cash at Enstad Nash

14\_\_!







EARLY WINTER ISSUE . 1952

VOL. 3



NO. 3

Editorial Offices
431 Howard St., Detroit 31, Mich.
Published by and distributed with
the compliments of your

Nash Dealer

COPYRIGHT 1952 • NASH MOTORS
DIVISION OF NASH-KELVINATOR CORP.

#### FEATURED IN THIS ISSUE

"I was at Westminster"	Page	e 4
Old Spanish Fort	Page	e 7
Miniature Speed Demons	Page	e 8
Who's Who Among Nash		
OwnersPage	es 10,	15
Favorite Eating Places	Page	11
Wooden Wheels	Page	12
Wildlife Pictures the Easy		
Way	Page	18
An American Maritime		
Heritage	Page	21
Nash Owners Forum	Page	24
Smiles Along the Road	Page	26
Helpful Hints from Nash		
Owners	Page	28

\*\*\*\*\*\*

With the turn of the calendar to 1952, Nash Motors begins its 50th year as an automobile manufacturer—proud of its tradition as one of the industry's earliest pioneers. Nash starts its Golden Anniversary Year backed by a splendid organization, proved management, modern production facilities and the universal acceptance of its products by the public . . . Back in 1902, the first Rambler made its appearance. By 1907, Rambler cars had a national reputation and were winning many of the endurance races so popular in those days. In 1902, the Rambler factory turned out 1,500 cars. Today, five spacious and modern plants produce the popular Airflyte line-Ambassador, Statesman and Rambler.

## "I was at Westminster"

That's What Thousands Of Dog Owners Dream Of Saying As The 76th Westminster Kennel Club Show Approaches

by JACK BAIRD
Past President, Dog Writers Association



Kennel Club Show entries range from 200pound St. Bernards on down to such small dogs as this Pomeranian that weighs 1 pound, 12 ounces

One of the most lovable dog breeds is the spaniel

—a show favorite

Dogs, handlers, judges, owners and spectators crowd the floor of New York's Madison Square Garden when the Westminster Kennel Club Dog Show gets under way





Back in 1876 a group of sportsmen held the first dog show of the Westminster Kennel Club, little dreaming that they were launching what was to become the most important and the longest-lived dog show in all the world.

Westminster has survived three wars, and is the only dog event never postponed or cancelled. February 11 and 12 will see its 76th edition in New York's Madison Square Garden, which has grown too small for the event. Westminster is the second oldest continuous-running sports feature in America, antedated only one year by the Kentucky Derby.

In fact, Westminster is to the world of the purebred dog what the Kentucky Derby is to the thoroughbred horse sport. It is the show that everyone wants to win above all else in their sphere. It's the show that contestants in hundreds of shows from coast to coast dream of having a dog good enough to get a blue ribbon in a class.

And, it takes a blue ribbon to enter your dog in a show at Madison Square Garden, unless you have a promising puppy from six to 12 months of age. Any licensed or member club show in the United States or Canada may qualify a dog for the Garden, if it wins a class or better. But the greatest star of the European shows may not be entered until it has acquired an American ribbon of blue.

This rule was put into effect some years back to help hold the entry down to the Garden's easy handling limits of 2500 dogs, where, were there no barrier, better than 5000 dogs would clamor for the chance to prove their worth. So much do folks wish to be in, that the 2500

limit is usually reached five weeks before the show.

Would you like to know from whence came the 2522 dogs that made up the 1951 entry? (They take all entries that come in the same mail with dog No. 2500.) Well, they came in from nearly every state of the union and from most of the provinces of Canada, all bent on being able to say, "I was at Westminster," but more desirous of being able to boast of at least a blue ribbon in a show where even a fourth ribbon has more prestige than best of breed in a cross-roads show.

Did you know that there are 112 breeds recognized as purebreds by the American Kennel Club, representing just about every national origin in the world and carrying every degree of utility that could be dreamed of by their respective breeders? Well, the 1951 Westminster brought in 85 of these breeds or varieties, and from indications the 1952 show will unveil to the public no less than 90 breeds.

You might ask how these dogs get to Madison Square Garden for the Westminster show. By far the largest share come in the cars or station wagons of their owners or the professional handlers the well-

(continued on page 6)



This Boxer was judged best in show at the Club's 73rd event. His owners, Mr. and Mrs. John Phelps Wagner of Milwaukee, are at the left



First step in this champion's beauty treatment is a hair cut

(continued from page 5)

to-do hire to show their prides. In some instances, folks from a distance make up a car caravan to the show, while others ship in their dogs by rail ahead of time and have handlers condition the dogs for the gruelling grind.

Do you like to make your own comparisons of dogs and breeds, to see them close at hand and hear their barks? Then hie yourself to the basement of Madison Square Garden where the 2500-plus dogs are benched, each in their individual stalls. There you will find two-pound Chihuahuas, which originated in Mexico, and on up the scale to 200-pound St. Bernards, with Switzerland as their background.

When you have had a fill of wandering through the many aisles of the basement, go to the main floor and see the expert judges sort out their dogs and see if you agree. You will be watching the major leaguers of dogdom, for this is the virtual world series of the show sport, where the cream of the more than 22 million dogs of the nation vie for ribbons, money, trophies and prestige that is worth more than the great prize values to be offered.

When you look over the array. you will be seeing dogs whose owners paid more than \$16,000 for entry fees, to compete for awards worth much more. (This is one of the few shows where returns are greater than fees paid.) You will be seeing dogs that at a conservative estimate are worth about \$875,000. but if you tried to buy most of them, you'd find their owners would say. "Not for sale." There are some things beyond price, even though you will be looking down on dogs that sold for possibly \$5,000, and there are records of prizes to \$10,000.

If you love a good dog, nothing can beat looking over the Westminster Show with its 16 judging rings on the main floor and its 2500 dogs benched in the basement, and if you have a good dog, nothing can beat the thrill of competing in the world's oldest, richest and most important dog event.

Key dates assigned by the American Kennel Club after Westminster include:

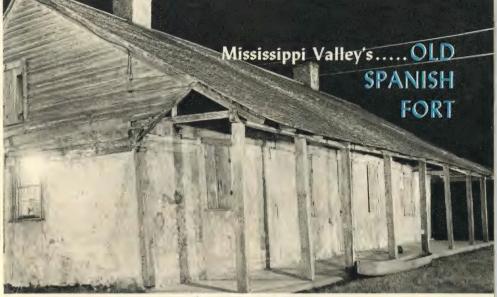
February 22-23, Eastern Dog Club at Boston. March 1-2, Detroit Kennel Club at Detroit. March 16, National Capital Kennel Club at Washington.

March 29-30, International Kennel Club of Chicago.

April 6, Mississippi Valley Kennel Club at St. Louis.

May 24, Morris and Essex Kennel Club at Madison, N.J.

Other key cities will have major shows spaced in between these events on dates not yet approved by the American Kennel Club, with California staging some of the nation's top 10 events from June to September.



by AUTRY D. GREER

"The oldest building in the Mississippi Valley."

That's the claim made for the 234-year-old Spanish Fort in Pascagoula, Miss., a quaint structure that was authentically restored last year.

The claim, made by Gulf Coast historians who "challenge all other sections of the nation to show us an older building" in the Mississippi Valley, establishes the fort as having been built prior to any extant structure in nearby historic Mobile or New Orleans.

Built in 1718 by Sieur Joseph de la Pointe, an admiral in the French Fleet of Bienville, the fort was later occupied by the Spanish and today is known as "Old Spanish Fort."

The old building later was acquired by Baron Krebs, upon his arrival from Germany. The Baron married a daughter of de la Pointe and came into possession of extensive lands surrounding the fort. For many years he was a large planter,

raising cotton, indigo, rice and other products with slave labor.

The visitor who sees Spanish Fort today gets an authentic flavor of what it must have been during the time of Baron Krebs. The Jackson County Historical Society, responsible for the restoration, has furnished the building with interesting antiques, including ancient muskets, a tattered slave whip, powder horns, hunting horns, a crude wooden rice husker, a spinning wheel and many other items used during the early history of the fort.

The building, facing on Krebs Lake, has three rooms, one large one in the center and two smaller ones on the ends. All rooms have attractive, efficient old fireplaces with elevated hearths.

Its walls, nearly a foot thick, are constructed of oyster shells, moss and sand. To lend an adhesive quality to the wall mixture, some authorities claim raw oyster juice was used.







## MINIATURE

Miniature auto racing is a hobby that provides recreation across the nation for the mechanically-minded. Businessmen, professional people and stars of screen and radio are among those attracted to the fascinating hobby. Comedian Rochester and Bill Stern, radio sports commentator, are among the enthusiasts. Race lengths vary from one-fourth to onehalf mile, or 6 to 12 laps, with several preliminary warming-up laps, on the 220foot track. The miniature models weigh about six pounds and have an average length of 18 inches, although rules allow for a full 21 inches with about a nineinch span from hub to hub. Record speed is about 114 miles per hour, with an average of 90 to 110. Arriving at the track, Howard Frank removes racer from a specially-built tool box (1). Eddie Rochester









#### SPEED DEMONS

(2) adjusts the gas flow of carburetor in his entry. By means of a medical measuring instrument, Phil Eberhard (3) adds the required part of castor oil to the alcohol already in the tank. Edward Fitzgerald (4) primes his motor to assure prompt reaction when the racer gets on track. Getting a close view of one of the models is a young spectator (5), who shows his deep absorption. Completelyassembled models such as these (6) are used in the races. Without covers (7), the built-to-scale models look like this. A racer is attached to cable (8) in center of track and is directed along the circumference of the course. Racer builders give their cars an initial start about 15 to 20 feet up the track (9). Careful records are kept at the track (10). Apparatus at right is automatically set by dial for number of laps.







#### HOBBY STARTS BARKMANS IN BUSINESS

People with a sweet tooth—and particularly lovers of maple sugar—are getting to know Somerset County in Pennsylvania as a growing producer of maple syrup and sugar.

And the man generally credited with doing most to help win this reputation for that maple-producing area is Sheldon Barkman.

Barkman got interested 20 years ago in advertising Somerset County's maple industry. He and his wife bought about 20 gallons of top-quality maple syrup and made it into good old-fashioned maple syrup cakes. They took the cakes to a large store in Pittsburgh where they sold like the proverbial hotcakes.

The Barkmans realized there was a big demand for good, pure maple products, and that realization started them in their hobby that has now become a big business.

Barkman investigates all the major sugar camps in Somerset County to learn whether their products are processed properly for turning out the top-quality goods that he demands for marketing. The syrup, sugarcakes and crumb sugar are brought to Somerset where the products are tested, packaged and labeled under the Barkman guarantee.

"We use our Nash Ambassador for gathering syrup from the camps, many of which are on mud roads," Barkman says.

"The economy in operation is quite a factor when in use every day," he says. "Our Ambassador is easy to handle, has plenty of power and gives smooth riding."





#### GREEN LANTERN TEA ROOM . . . Chatham, Va.

The Green Lantern Tea Room, Chatham, Va., was opened to the public in the spring of 1950. It is owned and operated by Mr. and Mrs. Frank King, who for seven years prior to this venture operated the Danville Country Club Inn.

It was Mrs. Mary King who decided to use her savings and launch

her family in business.

On Route 29, two miles south of Chatham and 15 miles north of Danville, Mrs. King found an eight-acre wooded tract—just what she wanted for the first-class restaurant she planned to build.

Thumbing through a magazine, she came across a picture of a ranch-type home with a corner wing. And, beginning with the sketch, she rapidly drew her own plans for a long ranch house with the corner wing at one end for a private dining room, the mid-section for the banquet hall and an added wing at the south end for the kitchen.

One by one her ideas took form and, as the building neared completion, the grounds, too, began to take on the look of a country estate.

The Green Lantern is equipped to serve about 150 guests for dinner or breakfast. Guests enjoy the log fire in the big fireplace in winter and the breeze through the open windows in warmer weather. The furniture is all maple; and the color scheme is a warm blend of red, green and yellow. The sideboard cupboards hold an interesting collection of hand-painted plates.

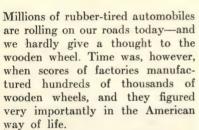
The menu features filet mignon and T-bone steaks. Regular patrons always order the frozen cream salad, for which there are many recipe requests. Mrs. King is very generous with her recipes, but customers seldom care to use the large amounts the recipes specify.

Eventually, a gift shop will be added on the wing that now houses the attractive pine-paneled kitchen.

# WOODEN WHEELS

A vanishing industry?

by WALTER RUDOLPH



Well, a few factories still turn out wooden wheels, thousands of them annually, with machinery that is unique and aged, hardly replaceable. One of the most venerable and famous of these plants, Hoopes Brothers and Darlington, is at West Chester, Pa., where U.S. 322, 202 and other highways crisscross.

Production of the wooden wheels is virtually a science, as carefully nurtured and cared for as the old machinery itself that turns them out for national and, yes, international markets. Proper aging and selection of wood, for good resiliency, durability; fixing of spokes with good strong adhesive—and careful treatment with preservatives, or finishing materials. And of course that



steel rim, on some wheels, must be shrunk on tight, just right, for long dependable service.

Who uses wooden wheels?

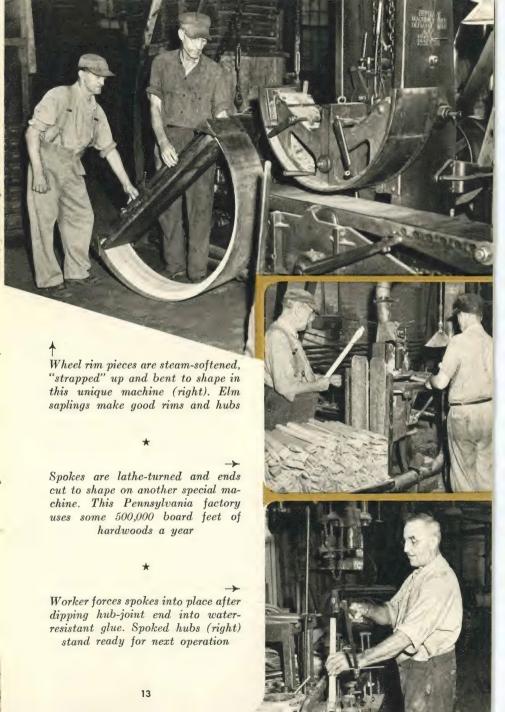
Glance around any train station. You'll probably see them on those express carts, pushed here and there by workers, or hauled in long lines by a "jitney" or small electric or gasoline truck.

In New York City and other large metropolitan centers, "white wings" or sanitary maintenance workers use wooden-wheeled carts to keep rubbish off the busy streets.

One of the most colorful sects or groups in the country, the Amish Dutch, also are one of the biggest consumers of wooden wheels. They use them for their carts and farm vehicles. They don't believe in owning automobiles and many other modern devices.

You'll still find a lot of wooden wheels used on milk wagons and other farm equipment. The old wooden-spoked wheel, farmers can tell you, is really rugged and still stands up well—perhaps even better

(continued on page 14)



Malleable iron "cup" is screwed around the hub (for strengthening) and to the hub joints. This additional precaution assures longevity

than some rubber-capped wheels—on rough, rutty country roads.

Some factories, as modern as a minute and using steel by the ton for today's "iron age" products, still use wooden-wheeled carts. They do the job satisfactorily, and what more can you ask?

Wooden wheels also are used by architects and builders who want to lend an "antique air" to a chandelier, or provide wooden wheel gates or fencing around the house.

Vanishing industry? The wooden wheel could outlast the steel!

On the rimming machine, spoked hubs join rim sections drilled to receive spoke ends. Completed wooden wheels are stacked in the background

Water-repelling oil is wiped into wood by hand. Most workers are venerable craftsmen. "Blacksmith shop" welds steel rims into place









who's

Hask Wh

### Ted Holstrom—a Man of Courage

Ted Holstrom, who is practically a helpless cripple from arthritis, makes a good part of a living for his family of three with his mobile public address service on the streets of Albuquerque, N. Mex.

He started out with a three-wheeled Autoette, then worked up into large cars. After trying several makes of sedan, he picked up a used Nash with 50,000 miles on it. Mr. Holstrom regards this as the luckiest discovery he ever made, next to finding out that though his body was crippled he could make a living with his voice.

An ex-cavalryman, Mr. Holstrom thought about the public address business while flat on his back. He was encouraged by his friends.

He first acquired the Autoette, rigged it up for his amplifying ap-

paratus and proved his idea.

The City of Albuquerque gave him the only blanket permission to broadcast on the streets that it has granted.

Mr. Holstrom's condition grew worse and he was unable to operate his Autoette. But he continues his work in his Nash with Mrs. Holstrom or a hired driver acting as his chauffeur.

"I just couldn't make money without my car," he says.

"Five dollars an hour is about as much as I can get for street broadcasting. This requires slow driving and stops at streets corners with the motor running.

"I was getting as little as seven and one-half miles per gallon until I changed to the Nash. Now I get 25 miles per gallon, and it makes a great difference in my profits."



### WHICH ED ZERN

To several hundred thousand readers of his books, Ed Zern is known as the author of such humorous volumes as To Hell With Fishing, How To Tell Fish From Fishermen and How To Catch Fishermen—the latter recently published, and well on its

way to best-sellerdom. All the books—which, except for THWF, are illustrated with the author's own cartoons—poke good-natured and often hilarious fun at the foibles of hunters and fishermen. And America's sportsmen love it—in part, because they recognize, beneath the humor, Zern's own deep love for the outdoors, and his concern for sound conservation.

But to several millions of readers of Field & Stream, Outdoor Life, Sports Afield and True Magazine, Ed Zern is known as the author and illustrator of a three-year-old series of Nash Airflyte advertisements—signed by him, and characterized by the same off-balance humor that makes his books so successful.

Readership surveys show that this series of Airflyte ads is one of the best-read features in each of the four magazines—and letters praising the series have come to Nash from such far-off spots as Bombay, Berlin, Yokahama, Manila and Sydney.

Zern knows whereof he writes, for he drives a Nash Ambassador Airflyte on his hunting and fishing expeditions, sleeps in the Twin Beds when there's no inn or camp handy to his hunting or fishing spot, and is thoroughly "sold" on the many special-for-sportsmen features of the Airflyte.



To demonstrate the size of the Airflyte luggage compartment—an important consideration for sportsmen—Zern (at right) and a friend sit comfortably inside the compartment and hold a discussion on duck decoys. (Another version of this same photo was used in a Zern-written Nash ad headed "There ain't nobody in here but us luggage.")



This tame raccoon was being used to train hunting dogs

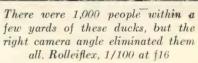
### by JOE VAN WORMER

Someone once said, "Pictures are where you find them."

This is especially applicable to wildlife pictures. Many photographers find them the hard way. They go into the area where the desired subject matter is available and, with blinds, set cameras, booby traps, bait and what-have-you. After a week or two, they have the picture—maybe.

# Wildlife Pictures THE EASY WAY





My system is exactly the opposite. Actually, it is no system at all. I make it a practice always to be ready for a wildlife picture when one comes along. And come along they do.

Several years ago, I was driving through the foothills of the eastern slope of the Cascade Mountains in central Oregon. It was a gray, cloudy day. A light mist was falling



Two assistants helped surround this badger to keep it from running off long enough for the picture

and the entire countryside looked grim. It definitely wasn't a day for pictures. A crowd of men and dogs by the side of the road attracted my attention, and I stopped to see what was up. They had a tame raccoon with which they were training the dogs. They led the 'coon on a chain through the woods for some distance and let the dogs follow the trail. The 'coon, of course, would be safely up in a tree.

I persuaded them to place the animal in a smaller tree, without



The author spent a half-hour and two-bits worth of peanuts getting this semi-tame gray squirrel into a spot similar to his natural habitat

the collar and chain, so I could get a picture. It took only a moment and one flash bulb to get another wildlife photograph.

Nearly all of the considerable number of similar pictures in my files were obtained in this manner. That is, by being ready and alert to the possibilities when they arose.

Realizing how many opportunities

for wildlife pictures one has, I make it a practice always to carry two cameras on the car seat beside me ready to be used at a moment's notice. One is a 4 x 5 Graflex with a 15-inch telephoto and the other a Rolleiflex. Both are set for existing light conditions.

It's not enough just to have cameras ready, however. One must be prepared for instant action, for frequently these fleeting opportunities are just that—fleeting.

For example there was a time when three of us were traveling a forest road in central Oregon, en route to a reputedly hot fishing spot. My mind was revolving about the picture possibilities of the fishing expedition and wildlife was crowded into the background. We topped a small rise and surprised a half-grown badger industriously digging in the middle of the road. For a moment the badger was too surprised to move, then it took off into the roadside brush.

I slammed on the brakes and was out of the car, camera in hand, in hot pursuit of the animal before we were completely stopped. My two companions weren't far behind. Some 50 yards away we caught up with our quarry and more or less surrounded it. The animal backed up against the log and defied us all. I wanted a close-up, for they are not large animals, and it was necessary to get within three or four feet. Several times it charged in my direction snapping and hissing but was distracted each time by my helpers. I hurriedly made several exposures, and then we watched it waddle off into the woods still complaining about being disturbed.

### (continued from page 19)

There are many picture opportunities in areas where animals or birds have temporarily become tame. In Yellowstone Park many big game animals may be photographed in natural surroundings with ease. Although it seems that a majority of people who visit this and other parks spoil their animal shots by including something in the picture, such as a car or people, to prove that they were actually there.

There may be some complaint that pictures taken under such conditions are not truly wildlife pictures. However, I am perfectly willing to accept a picture of a bear in natural surroundings as a picture of a bear in natural surroundings. I would object if someone tried to palm it off as something more.

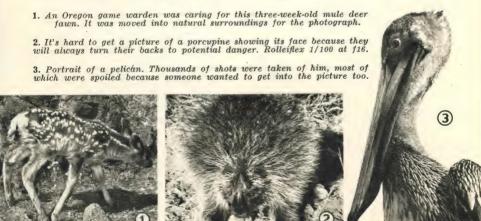
In central Oregon, where many of my photographs have been made, there are lots of deer. I have, frequently, made extensive trips into fine deer country and worked hard for pictures. I get a few that way, but the best ones are of tame deer that have been induced to pose in a natural setting.

I have found it to be good practice never to try to get the best picture with the first exposure. In-

stead, get the best picture you can, first; then try for a better one—closer perhaps. Keep working in this manner, until you've exhausted the possibilities. This is hard on the film supply, but fine for the wildlife collection. If one tries to improve the picture set-up before shooting, the bird or animal may get frightened and run away. Then you have no picture at all.

Always try to get your bird or animal against a background that is natural, or, at least, not obviously unnatural. Once on the municipal pier at St. Petersburg, Fla., with a thousand people milling around, I obtained good shots of a rather timid species of duck—the scaup. The birds were congregated there for food being tossed to them by sightseers. It was possible to eliminate everything but the ducks by careful selection of the viewpoint.

Anyone who can take photographs of other subjects is perfectly capable of taking my kind of wild-life pictures. The only secret, if there is any, I've previously disclosed. But, to put it bluntly, in rule-of-thumb form—be ready, be quick and above all don't pass up any opportunities.





These large steamboat models are part of the collection of some 800 models ranging from a tiny Venetian gondola to the Queen Elizabeth

### An American Maritime Heritage



All The Lore Of The Sea Is Gathered Under One Roof In The Mariners' Museum

by FREDERICK F HILL

An internationally-recognized museum of maritime history is located near the lower end of the Peninsula in Tidewater Virginia.

More than a million people have enjoyed it and have been fascinated by it. The museum was not founded merely to delight the curiosity of a sightseer. It was founded by its benefactor, Archer Milton Huntington, after many thoughtful years for a plan, educational in concept, to keep America sea-minded.

The motto inscribed on the bronze doors states that the museum is "devoted to the culture of the sea and its tributaries, its conquest by man and its influence on civilization."

The museum, which was founded in 1930, is located about six miles north of Newport News, on a wellchosen site adjoining the historic James River, near Hampton Roads where ships of peace and war are built. It was Collis Potter Huntington, the great American industrialist and the father of Archer Huntington, who created the great Newport News Shipbuilding and Dry Dock Company.

Their famous vessels AMERICA, UNITED STATES, the largest American liner, the mighty carriers MIDWAY and CORAL SEA and hundreds of others are known the world over.

From the few exhibits in the museum first opened to the public in 1933 the collections have been incredibly enlarged. Some 800 ship models range from a tiny gold Vene-

(continued on page 22)

tian gondola to a 28-foot representation of the QUEEN ELIZABETH. A number of the larger models were made in the museum's model shop. A pageant of marine history is shown in the models of Fulton's famous little steamboat CLERMONT: the SAVANNAH, which made the first attempt to prove that steam might conquer the oceans; and in the MICH-IGAN of 1843, the first iron ship of the U.S. Navv, is recalled the fact iron was then so scarce that the rivet punchings were carefully saved and remelted for part of the machinery. An exquisite scale model of silver and gold of the steamboat COMMONWEALTH of 1855, with working paddles and a walking beam, has a music box that plays eight of the captain's favorite tunes.

An era of the sea and of lofty sailing ships has provided about 80 figureheads. Only in pictures now are seen tall canvassed vessels, which once carried trade abroad. Figureheads, almost nonexistent now, were carried on the bows of vessels in

ancient days as gods to guide and protect the voyagers. In more recent times the carvings often represented famous persons, ship owners or partners or the captain or his wife or daughter. The figureheads lend definite charm and atmosphere to the museum's collection.

Nor is the visitor's interest confined to ship carvings and models. He may view an historically-valuable display of guns and relics salvaged from the British ships sunk at Yorktown in 1781. In the court-yard are 75 full-sized boats from various parts of the world. Two submarines are in the group.

Lighthouses, lightships and other sentinels of the coast in models and in pictures are an important part of the exhibitions. Various kinds of navigation instruments are of interest in their particular field.

Some 9,000 oil paintings, prints and water colors are a pictorial technical record of ships and of harbors of commerce throughout the world. All the great seaports may be seen

Bas relief on the massive bronze doors at the main entrance of the Museum dramatically depicts man's conquest of the sea





in various periods of their growth. This vast collection is divided into ports and harbors, merchant sail and steam vessels, yachts, naval and fishing vessels, and other groups for ready reference.

The library is a fountainhead of information for writers and students. Some 35,000 books, a number dating from the 16th century, 50,000 photographs with data, 4,000 ships' papers and logs, 7,000 charts and maps and some 5,000 postage stamps of maritime designs are incomparably valuable for the study of naval architecture, engineering, navigation and other shipbuilding phases.

All who delight in the history of man's conquest of the seas will long remember the museum. It is easily accessible by all forms of transportation, particularly by car travelling north and south via Route 17. Routes 60 and 168 also are within hailing distance. The museum is open daily and Sunday afternoons, Christmas Day excepted, free of charge.

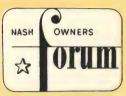
Paintings of early Hudson River steamboats are exhibited in the North Wing of the Mariners' Museum in Newport News



Conquering The Wild, one of several sculptures in the Museum's park



Responsible for the treasures of the sea in the Mariners' Museum is Director Frederick F Hill, who wrote "An American Maritime Heritage" for this issue. An enthusiastic Nash Owner, Mr. Hill says he has been an "owner of four Nashes to date" and found his Nash measured up to demands on a 10,000-mile trip he and Mrs. Hill made to the West Coast.



### Should we have TOLL ROADS?

by LEN BARNES

Associate Editor, Auto Club of Michigan's Motor News

"Why can't all roads be as fast and safe as this?" the motorist asked. He was just driving off the Pennsylvania Turnpike, which stretches its smooth, white double four-lane ribbon of concrete over 160 miles of mountains. There are no cars crossing the road in front of one, for there are no intersections at grade. And traffic moving in opposite directions is separated by an impassible center barrier.

"They can," answer some highway engineers, "if we'll just bring back the toll system of financing and building roads."

"Why go back to the horse and buggy method?" queries an Auto Club president. He and other motorists are impatient at the already heavy tax burden motorists pay for the privilege of driving cars. Nationally it amounts to over five billion dollars per year.

And here the debate starts. Plenty of points can be raised on both sides of the toll road argument. A basic fact both sides agree on is that all motorists are sick of driving on too-narrow, intersection-clogged, poorly-maintained roads that exist today. Everyone wants four-lane, divided, limited access supersafeways—RIGHT NOW.

How to get them is the question. Are toll roads the answer?

### RULES OF NASH OWNERS FORUM CONTEST

Here's your chance to make \$50. Nash Owners Forum will pay \$50 for the best letter received on each side of the question: "Should we have toll roads?" Letters should not exceed 200 words and should be written neatly with pen and ink or typewritten. No letters postmarked after March 1 will be considered. All entries become the property of Nash Airflyte Magazine and none will be returned. Address your entry: Nash Owners Forum Editor, 431 Howard Street, Detroit 31, Michigan.

### Readers OPPOSE Minimum Speed Law

Mrs. George Miller of Edmonds, Wash., and David L. Hughes of Paterson, N. J., have been declared winners of the best letters entered in the Early Fall Issue NASH OWNERS FORUM on the subject: "Should There Be A Minimum Speed Law?"

To each goes a \$50 check and congratulations. The winning letters are printed below. Forum judges report entries were received from readers in 35 states—all of them good. Pennsylvania readers sent in the most entries, with Illinois, Wisconsin, Ohio, New Jersey, New York and Washington pushing the Keystone State. The letters indicated that readers were nearly two to one against a minimum speed law.

### FOR

Why, of course, there should be a minimum speed law—Because:

It would eliminate the slow-poke who permits his car to ramble all over both sides of the road while he day-dreams.

It would change the slow-poke's mind about his rights and privileges by virtue of his possessing a license. No one is licensed to retard progress.

It would encourage drivers to quit the practice of passing on the right, after becoming disgusted by following a slow-poke.

It would help in eliminating rear end collisions and side swipes.

It would keep the blood pressure of most drivers normal instead of its being agitated by a slow-poke.

It's the American way—it's economical, sensible, progressive, modern, thrifty, efficient, time saving and patience saving.

A slow-poke driver should not be licensed to retard the wheels of progress—rule him off the road.

> David L. Hughes Paterson, N. J.

### AGAINST

Should there be a minimum speed law? For heaven's sake!!! Can we breathe without asking "how?"

I have been behind slow drivers and know how disgusting it can be when you are trying to make time on a trip, but if I'm in that big a hurry I will start a little sooner. Most cross country highways have enough traffic lanes to take care of all speeds.

We all pay plenty of driver's licenses and car tags—why tell us how fast to go? I have found if you stay in the main line of traffic at a moderate speed that you will very often pull up at a stop light in the next city beside a car that has previously darted around you.

> Mrs. George Miller Edmonds, Wash.





Share your smile with Nash Airflyte readers and be richer by five dollars. Nash Airflyte pays five dollars for each Smile Along the Road contributed by a reader and selected for publication. All contributions become the property of Nash Airflyte and none will be returned. Send your contribution along to Nash Airflyte Magazine, 431 Howard St., Detroit 31, Michigan.

### TONSORIALECTOMY

I saw this sign on a Long Beach, Calif., barber shop:

"The Clip Joint."

Mrs. Thomas P. Hefter Compton, Calif.

### SLENDER CHANCE

In the window of a reducing salon was this sign:

"What have you got to lose?"

Mrs. Frank Allender New Brighton, Pa.

### LATCHSTRING

The welcome sign is always out on this mailbox outside of Abbeville, Ga.

Mrs. R. Thompson Stone Mountain, Georgia

### SCARCITY

This is a sketch of a road sign seen in Niagara, Wis.

Mrs. H. M. Sloan Marinette, Wis.



141 LEFT



### I SIGH FOR YOU!

Card featuring diamonds in a Manhattan jewelry store:

"Try these on for sighs."

Mrs. S. H. Pruitt Oglethorpe, Ga.

### **EXCEPTION**

A night club marquee advises:

"Good clean entertainment —
every night except Monday."

Pattijo Bartow

Lakeland, Fla.

### HOW'S THAT, AGAIN?

This sign was seen posted on a country road in Western Washington:

"Private Property
No Trespassing
Prosecutors will be violated"
John W. Bader
Fort Lewis, Wash.

### ENTERING

### E.NEW PORTLAND

OUR TELEPHONE
POLES HIT CARS ONLY
IN SELF DEFENSE

### FAIR ENOUGH

Sketched here is a traffic sign seen at the entrance to East New Portland, Maine.

> Mrs. Charles Sweet Waterville, Maine

### STOP GAS THIEVES!



The new Nash Key-Type Locking Gas Cap, which locks automatically when in place, gives you that added security. And it is simple to operate. The dust cover snaps into open and closed position. To open—you simply turn the key and the cap lifts off. To close—remove the key and snap the cap back over the filler neck. The cap locks automatically.



You can save time when cutting biscuits by using the metal ice-cube divider from your refrigerator tray. You'll have a whole panful of even squares in one easy operation.

> Mary Bianchi Gloucester, Mass.

Melt the used paraffin from the top of homemade jellies and pour it over the bottom and sides of your garbage receptacle to keep it from rusting.

Lucretia C. Parisi Mount Vernon, N. Y.

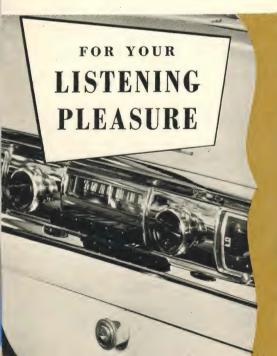


A trick to remove nut meats: Soak the nuts overnight in salt water. The shells will expand and come off easily, leaving the nut meat whole.

> Mrs. Merrill Tillman New Castle, Ind.

If you want a package tied extra tight, moisten the string and then tie. As the string dries, it will shrink and tighten,

> Mrs. Marjorie Truitt Norfolk, Va.



Listening pleasure on the highways or in crowded city traffic is assured you when you tune in on your Nash Airflyte Long Distance Radio. It's the ultimate in automobile radio performance-a radio with supersensitive tuning. The things you look for in the finest home sets are built into this new radio. The sharp blasts of the referee's whistle-the crack of the baseball bat-the fullness of a great orchestra. Fullyautomatic tuning is provided with five-station push button control. For a new listening thrill -try Nash Airflyte Radio.

## Hints

Those small holes in your linoleum won't show if they are patched in this manner: Melt a wax crayon the same color as the linoleum, fill holes with it and smooth over.

> Mrs. August Young St. Louis, Mo.

Catch-all corners in the garage may be turned into useful cupboards by mounting triangular shelves in those spaces. Those hard-to-clean spots are now next and functional.

> Henry B. Eggert Chicago, Ill.

Take a cue from professional chefs and mix your favorite barbecue sauce with an ordinary paint brush, then paint the sauce onto the meat for a thorough job.

> Mrs. S. D. Lynch North Hollywood, Calif.

If you have a favorite way of performing some ordinary household task, or have discovered a short-cut in the performance of some chore, send it along; it may be worth money. Nash Airflyte Magazine will pay five dollars for each contribution published. Address all contributions to Nash Airflyte Magazine, 431 Howard Street, Detroit 31, Mich.

Before starting any dirty housework, dig fingernails into a cake of soap. The soap will rinse out when you wash your hands.

Mrs. Frank Meyer Chicago, Ill.

To pack liquids for a trip, seal the bottle lids with melted candle wax. The bottles will not leak and are easily opened with the fingernail.

Mrs. Rod McBlain Grinnell, Iowa

We save ourselves time and trouble when parking in a strange town, large parking lot or near a crowded recreation area. We tie a small flag or distinctive handkerchief on top of the radio aerial on our Nash and push the aerial up as far as it will go. Our car is easily spotted at a distance and found in a hurry.—Mrs. Marie Malmen, Grand Rapids, Mich.



### As alike as peas in a pod... But there IS a difference

Thirty-one automobile engineers took turns driving the same car over the same stretch of road — and their average gasoline mileage varied as much as seven miles per gallon!

That's due principally to DIFFERENT DRIVING

HABITS!

In checking service records, it is surprising to note the variance in gasoline mileage between cars of the same make and year model. Part of the difference is, of course, the driving habits of the owner—and our service department can not control this factor.

But another important difference is the general condition of the engine—the ignition system—and the fuel

system.

The average Nash Owner tends to keep his engine well-tuned, for he knows it contributes to economy, better performance and fast starting. However, too few owners realize the importance of the FUEL SYSTEM. The steady, smooth flow of gasoline — and the proper mixture of clean air — are essential to good engine performance and economy.

OUR NASH FUEL SYSTEM CHECK-UP is not an expensive service, and it can mean a world of difference in performance. Next time you're in for service, get the

full story of our FUEL SYSTEM CHECK-UP!



# How long since you've had a <u>complete</u> fuel system check-up?

CLEAN AND ADJUST

SERVICE AIR CLEANER CLEAN FUEL

CLEAN FUEL
PUMP BOWL

THROTTLE LINKAGE ADJUSTMENT



SEC. 34.66 P. L. & R.
U. S. POSTAGE
PAID

DETROIT, MICH.
Permit No. 5548

Howard E Kilborn 906 Bauman Ave Austin Minn

### Let US serve YOU



When you bring your car to us for Service—our entire attention is devoted to getting you on the road as soon as possible. And we not only save you time—we save you money. We are equipped to give you the best in Service, assuring you better work at lower costs. We carry in stock only genuine parts—the same as the original parts built into the car when it was manufactured. Let us Serve you.

### ENSTAD NASH, INC.

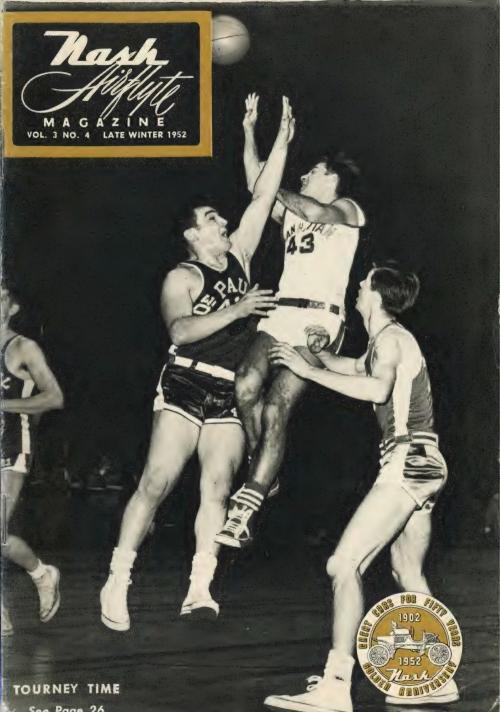
1327 Oakland Ave., W.

Austin, Minn.

**Phone 9639** 

More For Your Cash at Enstad Nash

14-5



LATE WINTER ISSUE

1952



NO. 4

Page 28

Editorial Offices
431 Howard St., Detroit 31, Mich.
Published by and distributed with
the compliments of your
Nash Dealer

COPYRIGHT 1952 • NASH MOTORS DIVISION OF NASH-KELVINATOR CORP.

### FEATURED IN THIS ISSUE

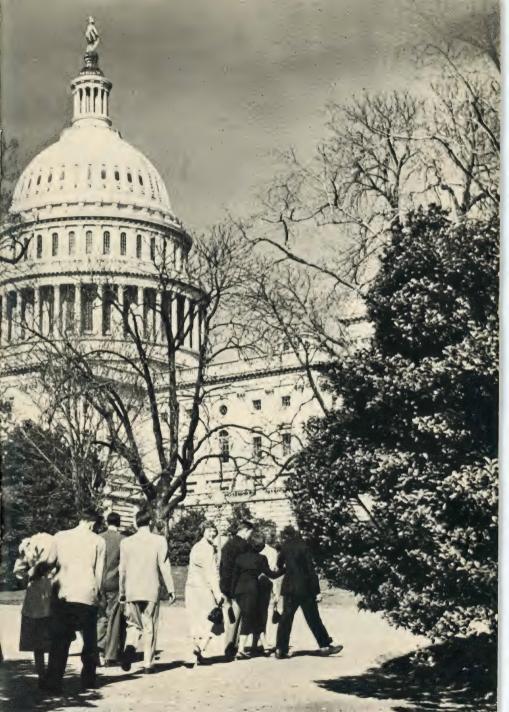
America's Busiest Girl Page 4
Who's Who Among Nash
Owners Pages 7, 24
House of Mystery Page 9
Incredible Pinin Farina Page 12
Nash Owners Forum Page 18
Hollywood's Best-Dressed
Man Page 20
Smiles Along The Road Page 22
Favorite Eating Places Page 25
Basketball's Biggest Show Page 26
Helpful Hints From Nash

\*\*\*\*\*\*

Owners

With spring just around the corner and graduation only a few months away, this is the time of the year when thousands of school children across the land begin crowding the Nation's Capital for the annual sightseeing tours. Many of the young visitors will be making the popular "Senior Trip"—an event they have worked for and looked forward to from the day they began their freshman year in high school. A "must" for all Washington visitors, of course, is the Capitol. And from now on through summer, the vast halls and corridors of that massive building-as well as the other numerous shrines-will echo youthful voices as happy Young America sees Washington.





All set for another public appearance, pretty Colleen Hutchins—Miss America 1952—steps from a plane to receive the plaudits of admirers waiting for her at the airport.





Before she can leave the airport, Miss America obligingly poses for round after round of "shots" by cameramen.



About the only time Miss America has a few undisturbed moments to herself is at early breakfast—then the rush begins.

Queen for a day is a thrilling experience. But queen for a year—well, that's a different story!

Most people—reading about the annual selection of a Miss America at Atlantic City—are likely to visualize a glamorous young lady with little to do except be beautiful. With everybody bowing to this pleasant type of American royalty. With the queen herself living a life of ease. With showers of cash coming her way.

Well, some of these things do come to a Miss America. But if you think being the queen of 'em all is a "snap"—listen to the experiences of Miss America 1952: lovely Colleen Hutchins of Salt Lake City, Utah. She has been from coast to coast and in Canada—making personal appearances before thousands of people at everything from a ladies cultural club's afternoon tea to football games, Nash dealer openings and this year's New Year's Day Parade of Roses in Pasadena.



Wherever she goes, whatever she does
—Colleen is news. Here Miss America
reads a newspaper story about her.

Television, radio, the press and theaters have made their demands on her time. High school and college groups have been charmed by her intelligence, personality and poise.

A typical day for Miss America would have her arriving in a city by plane. After a reception given her at the airport by dignitaries and the endless round of picture-taking, she'd then be whisked to her hotel for a little rest.

Maybe—but not often—Miss America does get a quickie nap. And then she's rushed say to an evening banquet. If she's lucky she'll be in bed for a deserved rest by midnight.

Next day—it's up and at 'em bright and early. A department store wants her to appear at a special affair it is holding. A drama group—Colleen majored in dramatics at the University of Utah—would like her to speak to them and perhaps give a reading. The press—high school and collegiate variety—wants interviews.

Radio and TV stations seek Miss America for live and transcribed 'shows. Autograph hunters want her name for their books. Endorsements are sought.

And, of course, there are the never-ending luncheons, dinners and banquets—not to mention informal parties, teas and the like—PLUS business conferences, magazine writing and the many, many "little" things that come the way of being a Miss America.

Yet, 25-year-old Colleen Hutchins keeps up the pace in a masterful way—always charming, always ready to cooperate and always winning friends.

(continued on page 6)



The queen gets a Christmas gift from Josh Jingle. Mr. Arthur L. Kramer Jr., Dallas department store head, looks on.



Civic officials always welcome Miss America to their town. Here Dallas Mayor J. B. Adoue makes Colleen welcome.





### OFFICE ON WHEELS

John B. McCabe, editor of the Narragansett Newspaper Service in Thiells, N. Y., says he was born with three loves: art, literature and history. A close fourth was teaching.

Which career to follow posed a problem for him. And he attended several schools and colleges before choosing his life's work.

He was counseled on several occasions to become a university professor. And Mr. McCabe says he now wishes he had followed that advice. "It would have been the complete answer to how to make the most of my varied interests," he says.

Eventually the desire to write led Mr. McCabe into newspaper work—and he is still at it.

After leaving his native Rhode Island, he settled down in the Hudson Highlands of New York State, captivated by the beauty and historic charm of the region. This is the land made famous by Washington Irving. But Irving barely scratched the surface, according to

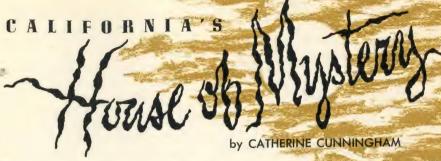
Mr. McCabe who feels the years since Irving's time "have added a richer-than-ever store of color and literary possibilities."

During the past 10 years, Mr. Mc-Cabe has written many stories about the moods, legends and history of the Highlands. He is now gathering material and photographic evidence that he hopes will "find its way into many books and magazines."

"I love this region along the Hudson River," Mr. McCabe says. "I have driven and hiked over its roads and mountain trails to find the little-known facts that get into my stories."

To make his work easier, the newspaperman-author rigged a desk behind the front seat of his 1949 Nash Ambassador and made it "a veritable office on wheels." On his rambles through the Hudson Highlands, Mr. McCabe says it is a simple matter to pause on the road-side to take an interesting picture or type notes for an article.





Why should a woman build a house with 160 rooms and live there virtually alone?

Why did she build an elevator that reaches to the fourth floor—but opens only onto the second floor? Why build stairs that lead nowhere? Closet doors that open onto blank walls? Why put cheap veneer over expensive wood? Why screen doors for the bathrooms and gilt paint over German silver bathtub fixtures?

Visitors to the Winchester "Mystery House" just outside San Jose, Calif., ask themselves these questions, give up and reach for the aspirin box.

But when sightseers head back to nearby Highway 101 they are equipped with enough conversational material to last for a solid year of dinner parties.

Why "Mystery House" was built is a matter of gossip, legend and speculation. The fact is that here, now open to the public, stands a house on which 22 carpenters worked continuously for 36 years. A house with 160,000 window panes, six separate heating systems, plus 47 fireplaces and three communication systems. Its towers and cupolas stand on a six-acre estate as monuments of architectural confusion

and mute evidence of the unusual tastes of its owner, the late Mrs. Sara L. Winchester

Mrs. Winchester, the dainty, four-feet, 10-inches tall wife of William Wirt Winchester of rifle fame and fortune, lost her husband and only child in rapid succession before the turn of the century. She was left with her memories and an estimated income of \$1,000 a day.

Legend takes it from there.

According to one story, the many rooms of the house were built because Mrs. Winchester, who had become a spiritualist, was informed by a message from beyond that as long as she kept adding to the house, the Grim Reaper would never overtake her.

Bereaved and timid, Mrs. Winchester was no woman to quarrel with such a message. Building began almost immediately. The home which in 1886 had nine rooms had a hundred by 1900. By the time Mrs. Winchester died in 1922, the 160-room total had been reached. And lumber, doors and mantelpieces are still stored in many of the rooms. They were material Mrs. Winchester had ordered for yet more building on the house.

The rooms are, for the most part, small ones, frustrated by useless

(continued on page 10)

### (continued from page 9)

stairways, confused by cabinets with fake drawers and contradicted by priceless woods used next to cheap glass and rough brick.

Now open as a tourist attraction, "Mystery House" offers Alice-In-The-Maze tours through a representative half of the interior. Fresh-faced collegian guides point out the features of the house and tell legends that gather like cobwebs of the imagination about the place.

In the ballroom, never used for a ball, are five kinds of beautiful hardwood made into an inlaid floor —but the fireplace is the cheapest rough brick! Posts on many of the balconies are installed upside down. Placed prominently near the main front staircase is a cheaply made, plain glass window. Almost hidden from a line of vision in the same room is a magnificent, imported stained glass window inlaid with silver and bronze!

And nobody has been able to explain the screen or clear glass doors before the 13 bathrooms, the wall closet with a door that opens to reveal one-eighth inch of useless

Gables, towers and odd construction stand out in this rear view of San Jose's "Mystery House." Some 22 carpenters worked continuously for 36 years building the house.



space, the closed brick chimneys without fireplaces, or the short, steep flight of steps that ends slambang in blank wall.

In the house is one stairway with 44 tiny steps that winds seven times to climb 10 feet. According to the servants' reports, the stairway was built "because Mrs. Winchester had arthritis." No explanation is given for the 39 other, more or less normal, stairways.

Gossip and loyal servants disagreed on the reason for building four-story high inside balconies that look on nothing but lower floors and doors that open to nothing but a sheer drop to death. According to the servants, kept on salary until they died, the "open spaces" were for light and air.

An interest in numerology or remarkable coincidence may account for the repeated use of "13" throughout the house. Chandeliers have 13 lights, many of the rooms have 13 windows, wall and ceiling panels and floor boards usually total 13. And one clothes closet has 13 hooks in a prim row!

Balconies in the middle of a room are a common sight in the "Mystery House."

"Mystery House" also has features years ahead of the time they were installed. Laundry tubs have slanting sides corrugated to form washboards. Gas lights were lit by an electric spark. Conservatories are equipped with metal floors and drain outlets.

In "Mystery House" is the beauty of a lush era along with the curious, the unexpected and the inexplicable. In its history is true anecdote as well as embroidered legend. Guides and San Jose residents like best the true story of the time Theodore Roosevelt called on Mrs. Winchester.

Long before Roosevelt had walked up to the home's main entrance, Mrs. Winchester had watched his approach through optically-ground stained glass windows that magnify the view of the large front lawn.

The former President of the United States was told simply and bluntly that Mrs. Winchester did not care to see him.

It was probably the last time anyone tried to call on the secluded little woman.

Now hundreds visit the home.

Conventional wall cupboard door opens onto an eighth-inch of useless space.



### THE INCREDIBLE

# Pinin farina

A shy little man in Italy, the world's greatest car designer, waits to hear the reception of his first American car in mass production

If you were to ask the 10 top designers in the world "Who is the most influential person in automobile design today?" their single and spontaneous answer would undoubtedly surprise you—"Pinin Farina of Italy."

Or—if you could make a curbstone car survey among royalty and the world's distinguished leaders in arts and industry—those of impeccable taste and unlimited means you would again hear the name of Pinin Farina and see his royal crest on their personal cars.

For years Pinin Farina has dominated the international automobile

shows at Paris, Rome and London. He himself cannot tell you how many scores of awards he has received or how many design trends he has initiated. Each year the flair of a Farina fender line or the tilt of a windshield becomes cabled news and moulds the making of future cars from America to Moscow.

In Europe, the Farina crest (symbol of royal appointment) on a car has long over-shadowed the name of the maker of its motor and under-chassis.

Any motor-wise European can spot a Farina body without a moment's hesitation. It is not that



A few of the many score Grande Prix awarded Pinin Farina in international competition.



Farina's styling has any certain "trademarked" look, for he is the master of brilliant variation, turning forth with equal ease rakish sports racers for professional competition or stately limousines for royal family ceremonies.

Farina's designs have a subtle character all their own. Fine-car fanciers "collect him," and possession of a Farina is as much a mark of distinction as the ownership of a chateau at Cannes or a shooting lodge in Scotland.

Signor Farina, a shy little man, has the hard, compact frame of a racetrack driver, which he was; the calloused, quick hands of a "boss" engineer, which he is; and the dynamic force of a truly self-made man. Ruddy-faced and silver-haired, he has a quick, warm charm, dis
(continued on page 14



One of the many earlier prototype cars of Farina design for the Golden Airflyte soon to be announced.

arming frankness and explosive energy.

He's really "at home" in a roaring, bustling automobile plant outside Turin, Italy—Farina's own. Here 650 craftsmen turn out about 100 fabulously hand-built car bodies a month under Farina's inspection.

Perhaps you'll find him in the paint locker mixing the exact shade of lavender that a certain duchess wants in her new town car. A few minutes later in the mock-up room, wrestling with the whims of an Indian rajah who wants a bar and a refrigerated game-locker in his new hunting car.

Again, it may be the problem of inconspicuously bullet-proofing a car for a certain dictator (name withheld). Or you'll find him squatting, hacksaw in hand and dirty with grease, modifying the suspension system of a ten thousand dollar Lancia Aurelia chassis to meet African road requirements. His workers

claim he has Johansson Gauges for eyes.

Not all of his cars are built to an individual order. Alfa-Romeo, for instance, turned over its entire convertible production to him when they saw how hopelessly Farina's design put their own in the shade. But the love of Farina's life are his "prototypes," the creation of completely new automobiles.

A Farina car is flying sculpture. It always looks alive, unobstrusively right,

whether it's streaking down the road or sitting at the curb; whether you view it from front, side or back.

Signor Farina has always been faithful to his own conception of beauty. Fifteen years ago when the small windshield peephole windows and flamboyant fenders were the rage, Farina resisted that trend. Today those Farina models look as freshly modern as most brand-new 1952 designs.

Farina is still equally stubborn on other matters. Ask him about the American habit of "dressing up" everything with chrome, and he will politely smile. Press him further and he may quote an old Italian proverb: "Jewelry is necessary for women uncertain of their beauty." He is so frugal of chrome that his amazing Cisitalia sports racer (price, \$7,800) has one simple oval grille as its sole ornamentation.

He abhors the garish, the freakish, unnecessary protuberances or trim.

### A Few of the PROMINENT OWNERS OF FARINA CARS

Prince Bertil of Sweden

Prince of Monte Carlo

King Leopold of Belgium

Guglielmo Marconi

Italo Balbo (General) Evita Peron
Prince Aly Khan
Rita Hayworth
King Umberto of
Italy
King Farouk of
Egypt
King of Bauchuanaland (Seretse

Khama)

He dislikes what he calls "wind-catchers" (anything that disturbs the aerodynamic shape of the car itself).

Unlike most continental designers, Farina has an American's appreciation of comfort. In a Farina-styled car, the seat fits the body, the wheel fits the hand and a spontaneous urge to drive grips you.

It has been no secret in automobile circles that for the past two years Pinin Farina has been working with Nash officials abroad and in Detroit and Kenosha. Rumors-were that he was readying his first styled car for American mass production, to coincide with the Nash 50th Anniversary.



Farina has conference with his son, Sergi, and Carl Renzo, son-in-law.

Nash Airflyte Magazine can report with authority that those rumors are true. Nash Golden Airflytes, styled by Pinin Farina, will soon be seen in Nash showrooms. Expect to see them—the first American cars with continental verve, cars that Nash officials flatly say "will be the most beautiful cars in the world today!"



Sweeping lines characterize Cisitalia Custom Coupe bearing Farina crest.

NASH AIRFLYTE MAGAZINE

### (HEY! A TALKING TR

No. 36 in a series of NASH ads by ED ZERN



ONCE there were a bunch of brown trout hanging around a deep hole in the Beaverkill, shivering and waiting for the ice to break up. All except one fish, who was perspiring.

"What's eating you, Charley?" another trout said. "We're freezing, and you look hot!"

"I am hot!" said Charley. "Under the collar!"

"He's still sore because he fell for that Quill Gordon last May," another trout said. "Dyed hackle, too!"

"Nuts," said Charley. "That was natural hackle, and a darn good job of fly-tying."

There are 17 Nash Airflyte Models, in Three Great Series: The Ambassador, The S





"You oughta know," said another trout. "You had it hanging on your jaw for two days."

"All right, you wise guys," said Charley. "I'll tell you what's eating me. It's these new high taxes."

"Get a load of that, gents," said another trout. "His heart's breaking for fishermen! Personally, I hope the government bleeds them bums white!"

"Jack," said Charley sadly, "the trouble with you is, you got no foresight. Look. What happens when taxes go up? Fishermen start thinking about the high cost of fishing!"

"So they stay home and whitewash the cellar, or watch television," said another trout. "Is that bad?"

"No they don't!" said Charley. "They start driving Nash Airflytes—saving money on gasoline every trip. And some trips they sleep in them Twin Beds, right

beside the river, and save hotel bills."

"What difference does it make?" said another trout.

"It makes a lot of difference, stupid," Charley said. "They'll carry more equipment, in that big Airflyte luggage compartment. They'll be rested and relaxed, driving that easy-to-handle Airflyte and taking turns at the wheel while one guy naps on the single bed or rests in the Airliner Reclining Seat. They'll come oftener, get here earlier, stay later and fish harder! That's what's eating me! Yike!"

Charley said "Yike!" because what was really eating him was an otter, which had snuck up behind him and grabbed him while he was talking.





#### MORAL

If you trust a trout to handle the commercial, he's liable to forget to mention the Nash Weather Eye Conditioned Air System.



# SHOULD ALL HIGH SCHOOLS TEACH DRIVER-TRAINING?

by LEN BARNES, Associate Editor, Auto Club of Michigan's Motor News

Police accident records show that the trained high school driver has up to seven times less accidents and 10 times less traffic tickets than the untrained one of the same age. This presumes both drive a similar number of miles in a year. Behind-the-wheel driver-training is offered now in 6,000 high schools across the United States. Over 600,000 youths annually are taught to pilot an auto while in school.

Why then isn't high school drivertraining made compulsory in all high schools? It has proven more effective than anything else in the history of the safety field in cutting accidents, points out its "father." Dr. Amos Neyhart, American Automobile Association's driver-training consultant, Dual-control drivertraining cars are available without cost to every United States high school that has a trained teacher and can offer the course a minimum number of hours. Cars are loaned through cooperation of auto manufacturers and dealers with AAA and the participating schools.

Opponents of making this course compulsory in every high school cite the following reasons: Its cost is very high per pupil. Schools now teach too many courses that distract from their primary function—reading, writing and arithmetic. Look at all the poor spellers that graduate. Teaching a person to drive is the responsibility of the family, the dealer who sells the car and police.

Proponents of high school drivertraining for all point out that only from a trained teacher can one learn driving without picking up dozens of mistakes most older drivers make unconsciously, like incorrect parking, illegal turning of corners, speeding and riding clutch.

All of us are sick and tired of being exposed to the dangerous, careless drivers who cause accidents to themselves and others. And everyone wants to cut down the 35,000-plus annual death toll on the highways. Is compulsory high school driver-education the solution?

#### RULES OF NASH OWNERS FORUM CONTEST

Here's your chance to make \$50. Nash Owners Forum will pay \$50 for the best letter received on each side of the question: "Should all high schools teach driver-training?" Letters should not exceed 200 words and should be written neatly with pen and ink or typewritten. Give your dealer's name. No letters postmarked after April 15 will be considered. All entries become the property of Nash Airflyte Magazine and none will be returned. Address your entry: Nash Owners Forum, 431 Howard Street, Detroit 31, Mich.

#### TWO TO ONE AGAINST INSPECTION

Judge Wilbur E. Clark, Sea Isle, N.J., and Mr. Lee V. Novak, Virginia Beach, Va., have been declared writers of the best letters entered in the Late Fall issue of NASH OWNERS FORUM on the subject: "Should There Be Compulsory Motor Vehicle Inspection?"

To each go a \$50 check and our congratulations. The winning letters are printed below. Forum judges report entries were received from readers in 21 states. Pennsylvania readers again sent in the most entries. Indiana, New York, Ohio and Wisconsin were runners-up in total entries. The letters indicate that readers are nearly two to one against making motor vehicle inspection compulsory.

### PRO

With all of its obvious shortcomings, I still vote "Yes" on compulsory inspection. That's my belief, crystallized over the past 10 years—as a state trooper, private citizen and now traffic court judge.

Ten years ago I was a trooper with the duty, among others, of promoting highway safety in a Midwestern state. One large city had compulsory inspection—the rest of the state didn't.

Naturally, "junkers" that failed to pass in the Big Town came to the sticks. Defective brakes, one-eyes, blacktails, fogged windshields—we had 'em all! Most of them belonged to people without financial responsibility. So, when the inevitable accidents happened, someone else always got hurt, financially as well as physically.

Today, I live in an Eastern state that has compulsory inspection, through state-owned testing stations. I'm still vitally interested in the problem, as traffic court judge. I drive 20,000 miles a year, but I no longer see the unsafe "heaps" cluttering the highways—a menace to their own and other drivers.

Wilbur E. Clark Sea Isle City, N. J.

## CON

Automobile accidents have been occurring since the invention of the automobile. They will continue to occur as long as we have people who drive them or get in the way of them. The answer to the question of prevention of accidents should be directed not toward how the accidents can be eliminated, which is impossible, but rather how can MOST accidents be reduced or prevented altogether.

The solution of inspection of vehicles is not a solution at all. Inspection of vehicles alone, that is, unless such an inspection is carried out concurrently under following conditions, let's call them the "Three E's" in accident prevention: The Education of people toward driving, the Enforcement of rules and regulations pertaining to driving and walking, and the Engineering—traffic control and improvement of driveways.

Proper and continuous education of the driver, strict enforcement of traffic laws, followed by a much stricter discipline against all violators and improved traffic control will reduce and prevent automobile accidents.

> Lee V. Novak Virginia Beach, Va.







## Hollywood's Best-

You never see the name of Gene Autry on the annual lists of the "Ten Best-Dressed Men." But any young member of the Saturday matinee set can tell you that Gene knows his clothes. In fact, the movie cowboy is said to have one of the most extensive and expensive wardrobes in Hollywood. He has shirts (1) of every description and design. His saddle room (2) is chock full of you know what. Gene hits a typical movie pose (3) wearing an outfit that is standard. None of Gene's boots (4) are alike in color design. He has two dozen 10-gallon hats









#### **Dressed Man**

(5), all of them cream white felt. All of the singing cowboy's guitars (6) are custom made and each one varies slightly from the other in size and tone. Gene loves watches. (7) Extreme right is a roulette watch on which the frame revolves around the dial and the arrow points to the winning number. For formal affairs, Gene is a standout in white (8), complete to white top coat. His wardrobe of mackinaws and lumber jackets (9) assures him warmth. He has a variety of six shooters (10) including ones with ivory, solid silver and solid gold handles.









Share your smile with Nash Airflyte readers and be richer by five dollars. Nash Airflyte pays five dollars for each Smile Along the Road contributed by a reader and selected for publication. All contributions become the property of Nash Airflyte and none will be returned. Send your contribution along to Nash Airflyte Magazine, 431 Howard St., Detroit 31, Michigan.

#### MAKING TRACKS

In the window of a neighborhood grocery store hangs this sign:

"Be Like
Robinson Crusoe—
Have Most of Your
Shopping Done
By Friday"
Mrs. Robert B. Foltz
Indianapolis, Ind.

#### TIGHTEN THE REINS

A warning posted outside a Connecticut village:

"Drive Carefully—
This is a One-Hearse Town"

Joseph D. Yablonski

Olyphant, Pa.



This sign was seen on a grassy lawn last summer in Custer, S. D.

Mrs. I. G. Christner

Sterling, Colo.

#### **ROYAL FEAST**

At the Washington Zoological Park, this sign:

All Lost Children
and Articles
Will be Brought
To the Lion House
Mrs. A. Davidson
Newark. N. J.



#### NOTHING WASTED!

Signs seen together at Pierson, Mich.

> Mrs. C. Lowell Robling Grand Rapids, Mich.

#### CHIC CHICKS

Seen near Nashville, Ark.:

Doyle Lookadoo

Grand Prairie, Texas



#### YANKEE HUMOR

Near Berlin, Conn., on the Wilbur Cross Parkway, a large sign boasts: "Sho Nuff" Northern Fried Chicken Mrs. Donald O. Davis Englewood, N. J.

#### **SORTA CRUSTY?**

Sign seen on a roadside restaurant:
"We make pies like Mother
used to make
before she learned to play
Canasta."

Maynard S. Green Woodville, Wis.

#### ABUSED FRUIT

Sign spotted by a roadside stand:
Black and Blue Berries
Mrs. Theron R. Rhinard
Berwick, Pa.

#### DRY MESSAGE

This sign was seen on a New York highway:

"The Driver is Safer When the Roads are Dry.

The Roads are Safer When the Driver is Dry."

Robert Knapp Haddon Heights, N. J.



#### PLASTIC VISOR POUCH

Do you often have to stop your car to find maps, account books, receipts and other items you need on business or pleasure trips? Why don't you keep them handy—and in one place? You can do it with this attractive PLASTIC VISOR POUCH. It is supported by spring steel rods and is easily clipped to either left or right sun visor. The pouch—which has a zipper fastener—is made of durable, heavy gauge flexible plastic. When not in use, it folds out of the way with the sun visor. Get yours today.



After 31 years in the Merchant Marine, Mr. Thomas James has become a confirmed landlubber and now operates a restaurant and soda fountain in Morris, a little village in upstate New York.

There, he and his wife can stretch their legs on their own lawn, work their own garden and spend many happy hours remodeling an old ranch-type house they bought. Best of all, the garage is part of the house, and it houses their Nash.

Mr. and Mrs. James, both natives of Liverpool, England, came to America 28 years ago and made their home in New York City. Mr. James was engaged in the catering service in the Merchant Marine and continued that work after coming to this country. He worked for various lines, including Cunard and Furness-Bermuda. His last berth was aboard the "City of Norwich," as Purser-Chief Steward.

Mr. James quit the sea in 1946

and bought a small shop in New York. On a visit to England in 1948—their first visit home since coming to America—they realized that to really see the country they needed a car. Back in this country again, they shopped around and decided on a Nash Ambassador.

When they went to England again in 1950, they took their car with them. They toured England, Scotland and Wales, covering 5,000 miles in all. At every stop, youngsters would gather around their automobile. "Ain't she a smasher," was a typical expression of admiration.

When Mr. and Mrs. James returned to New York, they heard about a restaurant and soda fountain business for sale in Morris. They bought the business. Now they spend most of their time in the store waiting on customers. But they manage to work on the house now and then and to enjoy the countryside in their car.

THE OID FORT

New Paltz, N.Y.



History lives again as you drive slowly along the banks of the Wallkill in New York State toward the Street of the Huguenots-one of the oldest streets in America with its original houses still preserved and intact.

Just a few moments off the beaten path, Old Huguenot Street is in the town of New Paltz, N. Y., and can be reached out of Poughkeepsie, N. Y., on Route 55 across the Hudson. Or, if you are driving on the West Bank of the Hudson, take Route 299 off 9W into New Paltz.

The Old Fort, built in 1705 as a refuge from Indian attack, still possesses lookout windows high on the north stone wall. On the street side the musket holes can be seen.

Two hundred and fifty years ago, the Fort was a center of hospitality for the surrounding countryside and. today, under the direction of Mrs. George Oates, it carries on this tradition by welcoming you for luncheon and dinner.

Excellent food is graciously served, and the interior is furnished with authentic antiques. There's a feeling of friendliness between Mrs. Oates and her co-workers that permeates the place. The waitresses are unusually pleasant and courteous.

Miss Alice Crans who has been cook and friend of the Fort for over a decade, doesn't "cook by book but by feel." When you try her chicken. her fresh coconut cake, her honey peanut sundae and, above all, her strawberry meringue pie-you probably will want to throw out all books and "cook by feel," too!

If you can still wiggle after a feast at the Fort, be sure to visit the Museum, built in 1712, the church and old cemetery and the four other old stone houses, all within short walking distance.

For an unsurpassed Coq au Vin that will amply serve six people the Old Fort offers this recipe:

#### CHICKEN CASSEROLE

Cut three 2-pound broilers in sections. Season with garlic salt and pepper. Saute in butter until golden brown, Add: 6 medium-sized onions sliced in rings, 1 medium-sized pepper cut in lengthwise strips and 6 medium-sized mushrooms cut in quarters (or 1 can button mushrooms). Saute with the chicken. Add 1 cup medium dry cooking sherry and 1 quart chicken gravy made from giblets. Cover and simmer very slowly for about 45 minutes until tender. Serve in individual casseroles.



More than 12,000 fans jammed N.C. State College's Coliseum in Raleigh, N.C., each night during last year's NCAA regional basketball tournament playoffs.

#### 5 CITIES TO SHARE NCAA TOURNAMENT

Across the land—the nation's collegiate basketball teams are heading down the homestretch battling for a berth in the 1952 NCAA national championship basketball tournament scheduled for late March.

This year, five cities will share the national title tourney. On March 21-22, regional champions will fight it out in Raleigh, N. C.; Chicago; Kansas City, Mo.; and Corvallis, Ore. The regional winners then will go to Seattle for the finals set for March 25-26.

More than 100,000 rabid cage fans saw last year's over-all tournament. And the National Collegiate Athletic Association expects an even Approximate capacity for each of the tournament's 10 nights would add up to an attendance of some 135,000. The Chicago Stadium has a seating capacity of 22,000; Seattle, 12,500; Raleigh, 12,000; Corvallis,

10,600 and Kansas City, 10,000.

larger total attendance this year.

From miles around these hoop centers, basketball fans drive in for the games by the thousands. Basketball has steadily grown in popularity from the early days of the peach basket goal in Y gymnasiums to the massive and ultra-modern arenas and coliseums of college campuses today.

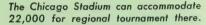
For the first time in 10 years there



Oregon State's Coliseum, Corvallis, will seat 10,000 for sectional games there.



University of Washington's stadium, Seattle, seating 12,500, will get finals.





Some 10,000 can watch quarter finals in Kansas City Municipal Auditorium.



will be no tournament games in New York City. This is in keeping with the NCAA's policy to rotate the sites as much as possible so that all sections of the country will have a chance to see the championship play. Also, it wasn't possible until recently to schedule tournament play around the nation because adequate courts were not available.

The champions of 10 major conferences are automatically eligible for the tournament. This means that the title-holders from the Big Seven, Big Ten, Border, Eastern Missouri Valley, Mountain States (Skyline), Pacific Coast, Southeastern, Southern and Southwest are certain to compete for the 1952 prize. In addition, six other competitors will be picked from the

other top teams in the country.

College basketball had something of a setback during the 1950-51 season as a result of charges that games were being fixed. One result of the notoriety was the back-to-the-campus movement that put basketball games on campus courts.

And, interestingly enough, officials report that a new wave of basket-ball popularity has followed this move—with attendance getting mighty boosts.

The 1952 NCAA tournament will climax one of the outstanding years of college basketball play in the United States.

It's basketball's biggest show. Only the champions are there—16 fast, hard-playing teams representing the best there is from coast to coast.

# HELPFUL

To put life into old suede shoes, just boil some water on the stove and hold the shoes over the steam for a minute or so. Then brush and the shoes have a new look

Muriel Mennillo Troy, N.Y.

To give a fresh new appearance to the fireplace, whiten the mortar between the bricks with white shoe polish.

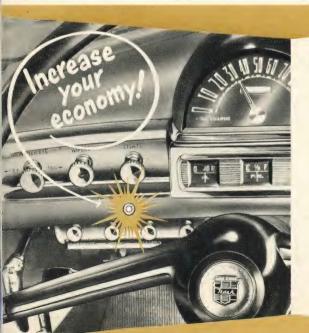
> Edna Bevan Seattle, Wash.

When picking up pieces of broken glass from the table or the floor, try using a wet cleansing tissue to pick up those tiny bits. They will adhere to it easily and you will have no cut fingers.

Rhea Graham Hutchinson, Kans.

To keep from falling on icy walks, crisscross adhesive tape on the heels and soles of boots.

> Mrs. H. W. Szczepanski Milwaukee, Wis.



#### **Use Your Overdrive**

Make sure you enjoy all the economy, driving ease and freedom from engine wear that your Nash Automatic Overdrive affords, Install a Nash Overdrive Indicator Light on your car. Working automatically from the overdrive solenoid switch, it flashes on when car speed indicates you should be in overdrive. Quickly and easily installed. The indicator light appears on your instrument panel. Let us install a Nash Overdrive Indicator Light today.

#### NASH OWNERS

Here's an economy note for the housewife: A half cup of crushed cornflakes and an eighth teaspoon of almond extract may be used as a substitute for nutmeats in a cake.

> Norma J. Nachtigall Buhler, Kans:

Set your garbage can inside an old tire. This will keep your garbage can from blowing over and assure you of a neat yard.

Mrs. Edward Ruch Spring Lake, Mich.

When there is a little too much fat floating on top of your favorite stew or soup, pass an icy cold leaf of lettuce over the top of the food and the unwanted droplets will coagulate and cling to the leaf, leaving just the richness that you enjoy.

David H. Lebovitz Cleveland, Ohio

When mounting curtains on a stretcher, you won't risk pricking your fingers if you use a fork to press each section of curtain into place on the pins of the frame.

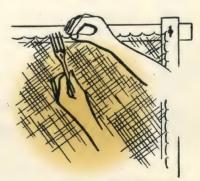
Amelia Wargo Bethlehem, Pa. If you have a favorite way of performing some ordinary household task, or have discovered a short-cut in the performance of some chore, send it along. Nash Airflyte Magazine will pay five dollars for each contribution published. None will be returned. Address all contributions to Nash Airflyte Magazine, 431 Howard St., Detroit 31, Michigan.

To keep tools from getting rusted, I always put a handful of mothballs into the tool box. They absorb the moisture.

J. S. Kolarik Berwyn, Ill.

A toy whistle is grand to blow to call the children in when wanted. It saves steps and time.

> Mrs. J. C. Wilkes Candor, N. C.



# leave it to the ladies

Nearly every type of business has its "peak periods" or rush hours, and Automobile Service is no exception to this rule.

With us, the rush hour begins as soon as we open in the morning and extends until approximately 9:30 a.m. Because of the time required to carefully write-up and plan Service Orders, delays can result.

However, some of our customers have found a way to dodge this occasional "traffic jam." They make plans to get along without their cars for a day and have their wives bring in their cars for service around 10 a.m.

This plan works out nicely for many reasons: First, needed services are not "put off;" second, at this time of day we already have our work scheduled and usually are able to give an accurate estimate of the time required to complete the work and third, you save time.

... so next time your car needs service, just jot down the work that should be performed, make arrangements to get along without your car for a day and LEAVE IT TO THE LITTLE LADY . . .





# Service For M'Lady!

We Aim to Please the Ladies. That's Why You Can Always Be Sure of Courteous Complete Service, When You Bring Your Car to Us



THE WORLD'S WORLD'S WORLD'S

U. S. POSTAGE
PAID

DETROIT, MICH.
Permit No. 5548

Howard E Kilborn 906 Bauman Ave Austin Minn

# WE WANT TO PLEASE YOU



When you come in for service, please feel free to discuss your car's needs with us in detail. This helps us to better understand the work involved and helps assure you that the job will be done right. We want you to be satisfied with our service because we want to keep you as a service customer and be sure you are happy with the car you are driving.

## ENSTAD NASH, INC.

1327 Oakland Ave., W.

Austin, Minn.

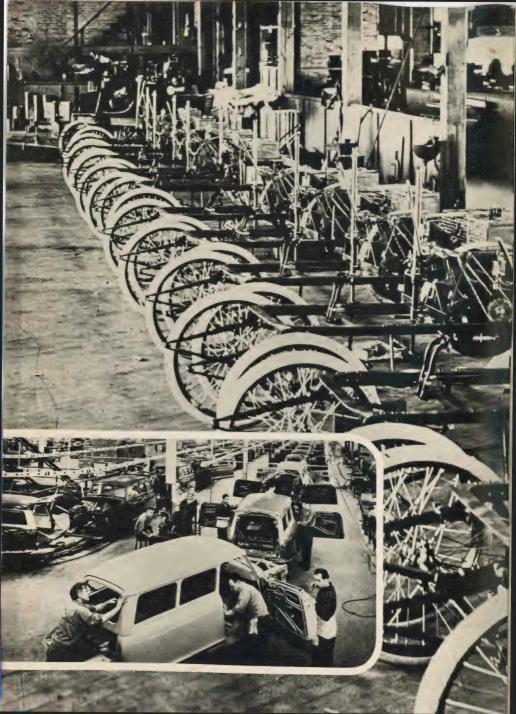
Phone 9639

More For Your Cash at Enstad Nash

14-5



1,450,800 READERS





VOL. 3



NO. 5

Editorial Offices
431 Howard St., Detroit 31, Mich.
Published by and distributed with
the compliments of your
Nash Dealer

COPYRIGHT 1952 • NASH MOTORS

#### FEATURED IN THIS ISSUE

A Half-Century of Progress	Page 4
When Automobiles First Came	Page 10
Nash Through The Years	Page 12
The 1952 Golden Airflyte	Page 16
Yesterday and Today	Page 22
50 Years of Motoring	Page 24
Nash Historical Album	Page 25
Helpful Hints	Page 27
Smiles Along The Road	Page 28

#### \*\*\*\*\*\*

Looking more like bicycle frames, these early Rambler chassis (left) were waiting to be moved onto the assembly line at the original Rambler plant in Kenosha, Wis. The Company built 1,500 Ramblers in 1902 to become one of the world's first mass-producers of automobiles. Fifty years later, Nash Rambler models are still assembled (inset) in Kenosha. The huge, modern Nash Motors' plant there was built near the site of the original 1902 Rambler factory.







1952

Committee.

# A half century of Progress

#### Possessor Of A Rich Tradition, Nash Motors Traces Its Aggressive Leadership To Farsighted Pioneers

by JOHN R. PICHURSKI

Nash Motors, the third oldest American automobile manufacturer, is celebrating its fiftieth anniversary this year.

In the last half-century, more than 2,000 makes of American automobiles have come and gone. Many of them are completely forgotten—the Auto-Go, the Eck, the Petrel, the Zip—as today only 20 of them remain. Whether old or new, however, each has played an important role in the drama and romance of the automotive industry.

Nash Motors' history is a typically American story of a company founded by farsighted pioneers whose spirit has continually bred aggressive leadership for 50 years.

Nash roots are deep in the motor car industry. Actually, the company's eventful history can be traced to the invention of the bicycle, the clincher tire, the telephone booth and even the railroad velocipede.

In 1878, an English born inventor, Thomas B. Jeffery, was visiting in his native England when he saw his first bicycle. Jeffery, who had achieved a reputation as the inventor of the three-wheeled railroad velocipede, was immediately impressed with the sales possibilities of such a vehicle and contracted to have parts shipped to the United States for assembly.

In 1879, Jeffery sold his first bicycle in Chicago. He christened it the "Rambler."

Meantime, Jeffery developed the clincher tire, a pneumatic rubber tire that revolutionized the bicycle and its use. It was the predecessor of the clincher-type automobile tire.

(continued on page 6)

Thomas B. Jeffery

Charles W. Nash

George W. Mason









Charles W. Nash holds his first management meeting September 6, 1916. Some in the group, including Meade F. Moore, a vice-president, are still with Nash management.

(continued from page 5)

In 1881, he and R. Philip Gormully, an English schoolmate, formed a partnership — Gormully & Jeffery. They continued to produce bicycles, and in the late 1880s organized another firm, the G & J Manufacturing Company, to produce clincher tires.

Jeffery first became interested in the automobile when he attended the famed Chicago *Times-Herald* race on Thanksgiving Day in 1895. With him was his son, Charles T.

The race over, young Charles discussed the possibility of building automobiles. His father, too, was interested. In the next few years Charles drove and tested many makes of gasoline carriages, con-



stantly devising ways to improve existing vehicles.

In 1899, Gormully and Jeffery sold their profitable bicycle business to the American Bicycle Company, and turned their attention to the automobile.

In 1900, after Gormully's death, Thomas Jeffery made several trips to Kenosha, Wisconsin, to arrange for the purchase of the Sterling Bicycle Company plant. Hewanted the plant for the manufacture of cars.

Meanwhile, in Chicago, Charles built his first automobile. It was called the "G & J." This car was exhibited at the International Exhibition and Race in Chicago on September 2, 1900, and at the world's first automobile show in Madison Square Garden in November of that year.

Charles Jeffery, like his father, was also an inventive genius. He was one of the first to put the engine in front of the car under the hood and the first to employ a steering wheel on

At 72, Mr. Nash (left) found younger leadership for his company in Mr. Mason. the left.

Charles exhibited his car throughout the East and entered it in road races. However, the vehicle was never put into production. His father was not satisfied with the car, which he termed "too radical."

In 1901, Jeffery and his son built several prototypes of Rambler models A and B after purchasing the Sterling bicycle plant in Kenosha. These, too, had steering wheels on the left side with the engines in front. Although the cars operated well, the elder Jeffery suggested to his son that the models they produced should follow conventional design. So models C and D were designed, with a tiller operated from the right side and the motor in the rear of the vehicles.

In 1902, Jeffery built 1,500 Ramblers as his company became the world's second mass-producer of automobiles, second to Olds and a year ahead of Ford.

Within the next few years, many improvements were made on the Rambler. In 1905, Jeffery was the first to introduce a spare wheel as optional equipment.

On March 21, 1910, while touring Europe, Thomas B. Jeffery died. In 1914, Jeffery's heirs decided to

In 1914, Jeffery's heirs decided to give their product a new name.



Charles T. Jeffery at the wheel of a 1901 Model A Rambler, which was the first complete car built by Thomas B. Jeffery Company. But it was never marketed.

Thus, the renowned "Rambler" gave way to "Jeffery." The Rambler, which had been photographed in all its glory with President William Howard Taft at the tiller, which was the center of endurance tests, which had traveled thousands of muddy miles throughout America in the early part of the century, was no more. But the Rambler spirit still persisted, and the name of its builder now graced the front of quality cars coming from the huge Kenosha factory.

The Jeffery Company entered the (continued on page 8)

At the very beginning, Nash turned to Seaman Body Corporation for its bodies.





This is one of the 11,490 Quads produced by Nash Motors during World War I.

(continued from page 7)

truck business in 1913, with a Rambler model. The first Jeffery truck was built in 1914, the famous four-wheel-drive "Quad."

By 1916, the products of the Thomas B. Jeffery Company ranked with the best of the day, and the Jeffery name was widely and favorably known throughout the world. But the owners were anxious to retire. On August 16, 1916, Charles Williams Nash, who resigned as president of General Motors, took active charge of the business he had purchased from the Jeffery family.

Nash himself was one of the great builders of the automobile industry, which he entered as president of Buick after 20 years in the allied carriage business.

His success was achieved with unusually difficult beginnings. Born on a farm in DeKalb County, Ill., on January 28, 1864, he was bound out at the age of six to a Genessee County, Mich., farmer under a guardianship court order. He was to work for his room and board untilhe was 21, when he was to receive \$100 and two suits of clothing. But six years was enough for him, and when he was only 12, he ran away.

After walking 15 miles, he stopped at a farm near Grand Blanc, where he obtained a job for \$8 a month. He saved all of his money. Three months later he obtained a better job at \$12 a month, and he used his savings to buy 10 sheep, which in five years had multiplied so that Nash owned 80 sheep. In later years he recalled that this first business venture taught him the value of saving from profits—"the very basis of American business economy."

Married when he was 20, Nash was still making only one dollar a day at 27 when he joined the Flint Road Cart Company as an upholstery stuffer. Here, natural qualities of leadership brought him to the superintendency of the plant within six months.

He was vice-president and general manager of the company, then known as the Durant-Dort Carriage Company, when he entered the automobile business in 1910. Forty-six years old, he became president of Buick—then within two years, president also of Oakland Motor Company, the Olds Motor Works, General Motors Truck Company, and president of General Motors.

He resigned in 1916 to satisfy a desire he always had had—to build a car under his own name. He purchased the Jeffery Company.

For the remainder of 1916, his company continued to turn out Jeffery cars. In 1917, the nameplate bore the name Nash. In the fall of that year, the 1918 Nash model, which was the first Nash-designed car, was introduced. The name Nash meant a great deal to many American motorists at that time, for 10,000 cars were sold in the first full year of production.

Nash Motors Company produced more than 11,000 Nash trucks in 1918—a record unequaled by any other manufacturer prior to that time. Most of these trucks were the famous Quad, which did a magnificent job in World War I.

For its bodies, Nash Motors at the very beginning turned to another long-established pioneer, Seaman Body Corporation, which traces its history back to 1846. In that year, A. D. Seaman founded a furniture manufacturing business in Milwaukee that by 1909 was building automobile bodies.

In 1919, Nash Motors purchased a half interest in the Seaman company. The other 50 per cent was purchased in 1936.

In 1924, Nash acquired the trade name and equipment of the La-Fayette Motor Car Company, which had been founded in 1920 at Indianapolis. This company, which was moved in 1922 to Milwaukee, produced expensive cars, selling for more than \$5,000. Nash did not continue production of the big LaFayette but in 1934 introduced a low-priced car of that name. It was produced until the fall of 1940 when the Nash "600" superseded it.

Charles W. Nash retired as president of Nash Motors Company in 1930, assuming the position of chairman of the board, but he continued active management.

By 1936, Nash wanted new leadership for his company. He asked George W. Mason, then president of the Kelvinator Corporation of Detroit, to become president of Nash Motors Company.

Mason declined the presidency, and negotiations resulted in a merger of Nash Motors and Kelvinator on January 4, 1937. The new Nash-Kelvinator Corporation was formed, with Nash as chairman of the board and Mason as president.

Shortly after the merger, Nash Motors Division began a long-range program that eventually led to the introduction of the Nash "600," an automobile built on an entirely new principle known as "Airflyte" body-and-frame construction.

World War II temporarily halted the Nash expansion program. During the war, Nash-Kelvinator Corporation built more than \$600,000,000 worth of aircraft material, including engines, propellers and helicopters.

In 1948 a new assembly plant was opened for West Coast distribution near El Segundo, Calif.

Charles W. Nash died on June 6, 1948. He was succeeded as chairman of the board of Nash-Kelvinator Corporation by George W. Mason, who also continued as president.

In 1950, Nash Motors revived the famous Rambler name. In April, the convertible model was introduced, followed a few months later by the Rambler station wagon. In July, 1951, the company introduced the Rambler hardtop convertible.

During World War II, Nash built aircraft material such as this Wasp engine.





# When Automobiles First Came

"Horseless Carriages" Excited the Countryside in Early 1900s

by WALTER ROY BLANKENSHIP

We mountaineers who were "brung up" in the Greenbrier blue grass near the resort of White Sulphur Springs and Lewisburg, West Virginia, recall many interesting things back at the beginning of the 1900s when automobiles first came to us.

While much of our country is in valleys and gentle rolling lands, there also are many steep hills.

Back at the turn of the century, the roads of clay had not yet started to be hard-surfaced except in small stretches.

Our first "horseless carriages" were to us horsemen things of beauty and awe. Long, sleek and trimmed with brass, they had a resemblance of a trim boat. And when a friend offered a ride to us youngsters, it was an enchanting experience to go over the road at the unheard of speed of 30 miles per hour.

Of course, the driver was suitably dressed, with a linen duster over his suit. Large goggles covered his eyes to protect them against dust and wind, and he wore long gauntlets.

If clouds started to gather, the automobile owner would hurry and gather his passengers, and there were always several, get out the long crank and high ball it for home. The automobile and the yellow clay roads were strictly for fair weather.

When I took my best girl out we would ride in a cut-under runabout behind a high stepping trotter. We would be talking earnestly about the weather or the crops when suddenly we would be rudely interrupted by a loud, roaring sound in the distance. Another darn automobile coming.

When the driver saw us he slowed down. I held up my hand in a sort of salute, which was the signal to stop. The driver came to my horse's head, held the bridle and led my horse past "that contraption."

I can remember when only one Lewisburg resident owned an automobile, and the farmers would call by telephone to find out what road he was traveling that day before they would venture here to the county seat.

My first Nash was of the vintage

of some 30 years ago. A thing of power and beauty. Black with bright yellow wheels with a top that required two persons to raise or lower. It was "quite the berries" with the younger set, and I drove it for years.

Of course, those were the days of two-wheel brakes, and when one day they became a little noisy some friend told me that the way to alleviate that was to put kerosene oil on the linings, forgetting to tell me just how much. So I took the 2-gallon can and drenched both wheels. I didn't find out different until I pulled up to a gate to make a turn, stepped on my brake pedal and went on through into a farmer's grain field.

The models have changed, the roads hard-surfaced and almost nothing the same, but I still have the most pleasant remembrances of my first car and the experiences I had with it.

Cars in early 1900s came to a halt so horses could be led by them to safety.

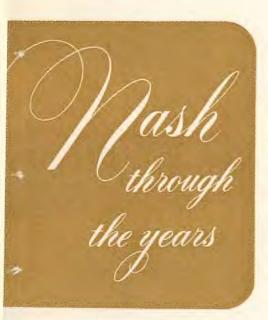




**1902** Rambler became one of the first mass-produced cars its first year.



1904 By now, the Rambler factory was the world's largest.



It wasn't long ago—just 50 years past, as a matter of fact—that people in America were oh-ing and ah-ing with praise for "The Little Red Rambler."

"Teddy" Roosevelt was in the White House then. And, compared with today's global unrest—all was right with the world.

Indeed, all was right—particularly with the little Red Ramblers that went bouncing merrily along the byways of the hinterland. Of course, there were no paved roads then. And an outing Sunday afternoon meant a myriad of things—as any motorist of the early 1900s will tell you.

Well, it is good to turn back the pages of the "family" album and look at those pictures of yesteryear.



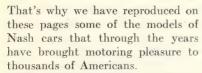
1910 Big feature of this limousine was the first flexible plate clutch.



1911 The smart Rambler Landaulet was one of the early "convertibles."



1907 This 1907 five-passenger model featured a 40-horsepower engine.



"The Little Red Rambler" and the affection it drew from early-day lovers of the open road is paralleled today, of course, by the thousands of car-lovers who drive their modern Ramblers down America's ribbons of concrete.

Ribbons of concrete? Yes, if you are old enough to recall the mud and non-existent lanes that were offered for motor enthusiasts at the turn of the century.

Of course, those early days of motoring were romantic. And as we look at the various models of Nash cars through the years we



1909 The first automobile to offer a spare fifth wheel and tire.

may well marvel at the know-how and science that has produced the swift-moving and sleek-lined Nash cars that move across the highways of America today.

And it is good to reminisce.

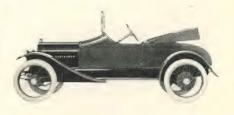
That is why we are taking you—pictorially, of course—through the years with Nash.

Since that wonderful Little Red Rambler of 1902—there have been more than 2,250,000 great automobiles produced by Nash for the pleasure of Mr. and Mrs. Motoring America through the years.

Year after year, Nash has continued to blaze new trails, pioneering scores of important developments—a few of which you will, no doubt, detect in the models you see on these pages.



1913 The famous "Cross Country" Rambler offered self-starter, electric lights.



1914 This sleek car was named in honor of the founder, Thomas B. Jeffery.



1917 This Nash is the early forerunner of today's "hard-top convertible."



**1918** Introducing the first high-compression, valve-in-head Nash engine.



1929 First 7-bearing crankshaft made Ambassador engine one of world's finest,



1930 Twin ignition, six- and eight-cylinder engines made their bow.



**1936** This was the first car to offer convertible sleeping accommodations,



**1938** Weather Eye Conditioned Air System revolutionized winter driving.



1949 First true aerodynamic car with enclosed front wheels. New Twin Beds.



1950 World's first Airliner Reclining Seat in a car. Pull-Out Glove Drawer.



1922 America's first car with the engine mounted on rubber.



**1925** In this year, Nash turned out cars in plants in three cities.



**1934** Mr. Nash with 1,000,000th car of his name. First clutch-pedal starter.



1935 First big car in the low-priced field, the famous Nash-Lafayette.



1941 The greatest basic improvement in 40 years, unitized body-and-frame.



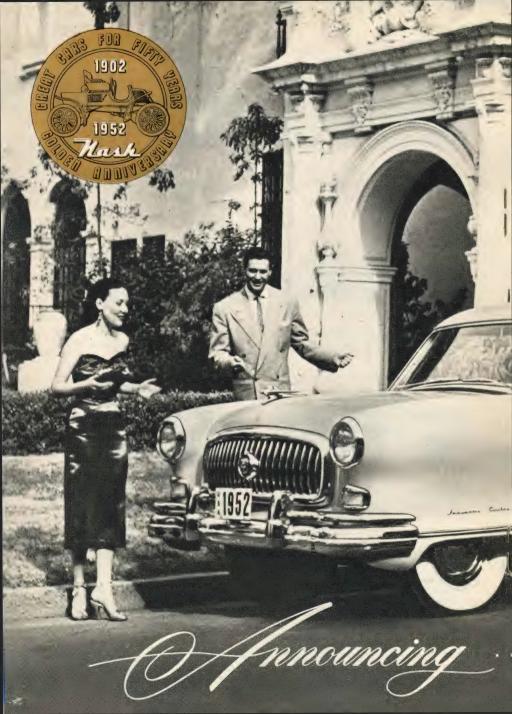
1946 Nash becomes one of the first manufacturers to resume production after war.



1951 Nash-Healey, First U.S.A. sports car from an established maker since '20s,



**1952** Fifty years later, the Nash Rambler is writing new success stories.





·THE 1952 GOLDEN AIRFLYTE



riginal design with a European flair keynotes Nash Motors' new 1952 Ambassador and Statesman Golden Anniversary models.

Styled by Pinin Farina, world-renowned custom body designer, the new cars were put on display March 14 in dealer showrooms throughout the country. The introduction marks Nash Motors' 50th Anniversary, the Kenosha, Wisconsin, plant having started production of Rambler automobiles in 1902.

"The new Pinin Farina-styled Nash cars demonstrate that expensive hand built European custom car design can be applied to American mass production," H. C. Doss, vice-president in charge of sales, points out.

Pinin Farina is famous in the foreign custom car field for having designed more individually styled custom bodies than any other designer in the world. He is under

exclusive American contract to Nash Motors.

In addition to emphasis on styling, the 1952 Nash models feature: new type "Airflex" front-end suspension; increased roominess and improved comfort; "Road Guide" front fenders and lower hood for greater visibility and safety; increased engine horsepower; safety instrument panels; glass area increased up to 25 per cent, and other advancements.

Increased visibility is achieved by a hood line that is lower than the front fender lines. The wider and lower hood provides a balanced frame for the grille, creating a new type front-end beauty.

In profile, the new cars emphasize length and sleekness. Enclosed front fenders blend into the sides of the body and continue in line through similarly styled rear fenders. Ribbed bumpers are of a rugged wraparound type contoured to follow the



New Ambassador and Statesman models feature "Airflyte" body construction.

outline of fenders.

Window styling is of advanced type. Windshields are of one-piece curved construction, contoured both to hood and fender line. Rear windows are curved and of three-section design previously offered only in custom hardtop convertibles. Window frames are made of an attractive aluminum extrusion, a unique Nash-developed construction principle.

Improved visibility is an outstanding feature of the new Nash

Glass area has been vastly increased on all sides, in the four-door

sedan almost 25 per cent! Gracefully styled windshield posts, 40 per cent narrower than on previous Nash models, minimize obstruction to driver vision.

Offered for the first time as optional equipment on all Nash cars is tinted "Solex" safety glass. The new greenish blue-tinted glass reduces road glare and heat rays.

The new models feature Nashpioneered "Airflyte" unitized-type body construction, found also in modern planes and trains. It combines body and frame into a single welded unit of greater torsional strength, offering improved riding comfort, lifelong quietness and maximum safety to passengers.

A new type of independent frontend suspension, called "Airflex Suspension," is a feature of both models. With Airflex Suspension, unsprung weight is reduced, providing superior riding and handling qualities.

The intake cowl of the Nashpioneered Weather-Eye conditioned air and heating system extends the entire width of the hood. Heater and defroster fans of the new 1952

(continued on page 20)

Delicately curvaceous surfaces and brisk lines are features of New Statesman.



Weather Eye are combined in a single blower unit.

Door handles are of an entirely new "squeeze-type" design and lie nearly flush with the door panel. Taillights and directional signals are integrated as part of the distinctive rear fenders. The right rear taillight is hinged for access to the fuel tank.

The completely redesigned instrument panel has Vinyl leather over an obstruction-free section running almost the full width of the new panel in custom models. Instruments, rearranged, are protected from glare in a recessed sun-shield extension of the cowl line.

Passenger comfort has been greatly improved by moving the passenger compartment forward in relation to the wheel centers, resulting in increased front and rear seat width, headroom and legroom. Larger front and rear door openings are positioned for easy entry.

Helene Rother, Nash Motors' interior design and styling consultant, designed trim and attractive color and fabric combinations in the new models. Three striking and original needlepoint and homespun combinations are available in custom series.

Various positions of combined airliner reclining seat and convertible twin beds.

Numerous mechanical improvements have been made in the new 1952 Nash Ambassador and Statesman Golden Airflytes, Dual-Range Hydra-Matic is available as optional equipment on both models. This new automatic transmission has two optional driving ranges adaptable to various driving conditions. In addition, Nash also offers as optional equipment, automatic overdrive, with four forward speeds. Syncromesh transmission is standard on both cars.

The new Ambassador has an improved six-cylinder overhead-valve "Super Jetfire" engine with increased horsepower. A "Direct-draft" horizontal Uniflo-Jet carburetor replaces the downdraft carburetor used in previous Ambassador engines, Power plant of the 1952 Statesman is a six-cylinder L-head engine, with stepped-up horsepower.

The new medium and lowest-priced Nash cars are available in "super" and "custom" model four-door trunk sedans, two-door trunk sedans, and later custom two-door hardtop convertible models. Exterior colors consist of 13 basic selections and 7 two-tone combinations.

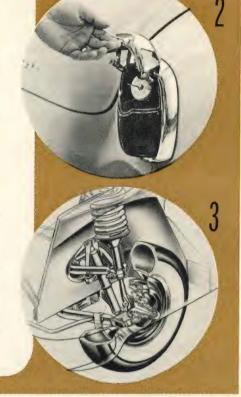
Twin beds are designed so one can be used en route or both when car is stopped.







- Squeeze-type exterior door handles on new Golden Anniversary models need only a slight pressure to open doors.
- The gas cap is hidden on 1952 Nash models. Upper portion of right taillight is hinged for easy access to fuel tank.
- Rew models have independent front end "Airflex Suspension." Vertical coil springs take direct vertical loads!





Low-slung and racy in appearance, the new Nash-Healey sports car is equipped with the "Dual Jetfire" Ambassador 6-cylinder engine.







# YESTERDAY

When motoring was in its infancy, existing roads were designed for lighter and horse-drawn vehicles. And an outing in the country was likely made on such a dirt road as this (1) in comparison with the super highways (2) with under- and over-passes of today. As the motor car grew in popularity, it brought city street traffic problems (3). Times haven't changed much as far as clogged streets go as this modern day busy street scene (4) shows. America's Sweetheart of yesterday and today — Mary Pickford (5) — took to automobiles as much as the country









# AND TODAY

took to her. And one of today's bright young stars-Barbara Bel Geddes (6) -finds her car a joy too. Zooming around the tracks yesterday were these dare-devil speedsters (7) who set the pattern for today's popular automobile race events (8). Yesterday's motorists, such as these, (9) wore elaborate outfits when out riding. The woman's veil could be lowered over the face as protection against dust and other hazards of the open road. Today-with the automobile a part of daily living-special motoring costumes are not needed. The 1952 young woman (10) dresses simply and casually.









# 50 YEARS OF MOTORING

Bumpy Roads—No Place to Park Were Early Complaints to AAA by LEN BARNES

"I've got a spanking new Rambler. It runs like a top. But the roads are so bumpy they shake the mischief out of me. And I never can find a place to park."

This conversation could have taken place anywhere in the United States yesterday. And probably did. But its original utterance was March 4, 1902, in Chicago.

That was the year the first Rambler was built. It also was the year the American Automobile Association was formed from nine independent motor clubs.

And 1902 marked the beginning of a lot of motoring history. To be sure, parking is still a problem. And there are plenty of bumpy roads. But many motoring problems have been solved during the interim. Some of them make good stories.

Early motorists gathered in social clubs to relate their experiences, which were hilarious, if you call patching and pumping tires hilarious. They organized week-end runs to nearby communities and picnic areas, developed suitable retorts to the "Get a Horse!" hecklers and exhibited the true spirit of pioneers. Soon these clubs turned attention to improving driving conditions.

Roads were rough, and no one even dreamed of superhighways. Most roads followed line of least resistance over hills and forded streams at angles designed to send the uninitiated into a watery grave.

States soon established highway systems. The AAA sold the idea that the Federal Government should lend a hand. For roads contributed towards distributing mail, national defense and public welfare. In 1916 the first Federal Aid Highway Act was adopted.

Many laws had to be made and many others were changed so motoring could progress. Some towns imposed absurdly low speed limits. One city even required that any car going through its limits must be preceded by a man carrying a red flag or a red lantern at night.

Motorists had to have a different driver's license and car license to operate in each state. Billboards were hiding-places for traffic officers who worked with fee-splitting constables in "speed traps."

Those were the "problems" of yesterday's drivers. Perhaps the many knotty traffic problems of today will seem as absurdly simple 50 years from now—or sooner.



# WHO STAY AT HOME

Two world wars have changed the living patterns of the universe during the 50 years Nash has been making automotive history.

Both conflicts saw hundreds of Nash employes go off to war.

And in both wars—the men and women of Nash who stayed at home also served.

"The Yanks are coming," was the grateful cry of Europe in 1918 when General "Black Jack" Pershing's Doughboys landed to join the French and British and other allies in the battle to "save the world for democracy."

But peace for free men was shortlived—and in 1941, the world again burst into flames as war machines raced not only over Europe but in heretofore almost unheard of places in the far reaches of the Pacific.

Nash-Kelvinator built helicopters, other aircraft material during World War II.

In both conflicts—Nash halted car production to serve the nation.

In 1918, Nash Motors produced 11,490 trucks—a record unequaled by any other manufacturer prior to that time. Most of these trucks were the famous four-wheel-drive Quad used by America and her allies during World War I.

After the war, many of these trucks were given to county and state governments. And some of them are still in use today.

During World War II, Nash Motors produced more than \$600,000,000 worth of aircraft material—including engines, propellers and helicopters.

Today—as war clouds again hange over most of the world—Nash continues to provide our fighting forces with material as history marches on.

General Pershing stands before one of the World War I Quads built by Nash.





Put an apple in your cookie jar to keep cookies soft and add flavor.

Mrs. Luella Baker Filer, Idaho

Wear old socks over shoes when painting. Any paint that drips on floor then can be wiped up with your feet as you go along.

> Joe De Ameche Caspian, Mich.



To keep birds from eating the grass seed you sow this spring, dip the seeds first in blueing.

> Mrs. Cliff Gosnell Vincennes, Ind.

Potatoes that have been soaked in hot water will bake in half usual time.

Mrs. Virgil Zippel Valparaiso, Ind.

# .....DUO-COUSTIC RADIO

News flashes . . . sports thrills . . . fine music. They're all yours on the road or in the city when you have a NASH GOLDEN AIRFLYTE DUO-COUSTIC RADIO. Full mellow tones come to you through twin speakers on each side of the dash. These completely separate units work in unison with the six-tube radio to overcome wind and road noises. It's the answer to complete driving pleasure.



# FROM NASH OWNERS

If you have a favorite way of performing some ordinary household task, or have discovered a short-cut in the performance of some chore, send it along. Nash Airflyte Magazine will pay five dollars for each contribution published. None will be returned. Address all contributions to Nash Airflyte Magazine, 431 Howard St., Detroit 31, Michigan.

Instead of pouring water on hanging plants, put ice cubes in each pot. There's no dripping as soil can absorb slowly melting ice.

Mrs. Wesley Smith Sr. Columbus Junction, Iowa



To give scissors a sharp edge, cut through fine sandpaper several times.

Mrs. James J. Dougherty Bristol, Tenn.



You can do a professional job of cake decorating with a clean envelope. Fill it with frosting. Cut off one corner. Press envelope gently.

Mrs. Frances Broomfield Honeoye Falls, N.Y.

To dust Venetian blinds, dip ordinary canvas work gloves in kerosene and let dry. Use both hands to clean blinds. Dust will cling to gloves.

Mrs. L. B. Jensen Elgin, Ill.

Small pieces of charcoal in ice box will absorb disagreeable odors.

> Mrs. R. H. Lage York, Neb.

Small holes or rips in a fur coat can be mended with adhesive tape by carefully applying the tape to reverse side.

> Mrs. John M. Bailey Blackfoot, Idaho

To keep household steel wool pads from rusting when not in use, fill with clean soap suds and let dry. Pads will be like new when needed.

> Mrs. C. Rohr Boulder, Colo.

# smiles along the road

Share your smile with Nash Airflyte readers and be richer by five dollars. Nash Airflyte pays five dollars for each Smile Along the Road contributed by a reader and selected for publication. All contributions become the property of Nash Airflyte and none will be returned. Send your contribution along to Nash Airflyte Magazine, 431 Howard St., Detroit 31, Michigan.

### STILL AROUND

A used car lot just outside Ft. Worth, Texas, has this sign:

Used Cars Never Die— They Just Trade Away

> Mrs. E. Davis Library, Pa.

# TANKS!

Sign on a plumbing shop in San Gabriel, Calif.:

"Let us keep your wife in hot water."

R. M. Edwards Wilmar, Calif.

# **NEAT TRICK**

Sign on highway near La Grange, Illinois:

Mrs. W. Christiansen Westmont, Ill.

# GETTING EVEN

This sign was seen in a Missouri beauty salon window:

"This Poodle Cut will solve the problem for the wife with a barking husband."

> Mrs. Glen Bradshaw Blackwell, Okla.

# SERVICE

In a Brantford, Canada, Optometrist's window is displayed this sign:

Eyes Examined
While You Wait

Mrs. M. Toltl Brantford, Ont.

# LOONEY, TOO!

This one's in a railroad office:

Mrs. Grover Stine Greenfield, Ind.







# ALLEY CATFISH?

A Princeton, Iowa, owner of a fish market put up this sign along the highway when the Mississippi River left its banks and flooded streets.

> Mrs. Chris Andersen Princeton, Iowa

# COME CLEAN

This sign was seen on a Georgia highway tourist home:

ROOMS-For Tourists-With Bath

Mrs. R. A. White College Park, Ga.



# TAILORED AD

One day in 1948 while riding down the main street of Seoul, Korea, I saw this sign suspended over one of the dingy little buildings.

> Lt. Col. C. L. Nunn Washington, D. C.

# COUNT TO 10

Mounted on the back of a Seattle car was this notice:

Don't honk! I know it's green.

Mrs. Edna Bevan Seattle, Wash.



# WE HOPE YOU'LL BE

FACE-TO-FACE WITH

THIS SIGN SOON

When you see this sign face-to-face, you'll be in our Service Department—and will be reminded that it is time to give your car a thorough, Nashplanned Spring Conditioning!

TUDY this poster — notice the services it recommends — and make up your mind to have Spring Conditioning performed COMPLETELY and CORRECTLY this year. You'll be glad you did!

MEMO: For the Lady of the House.

IF YOU CAN



.. WAIT TILL TEN!

Why not give the man of the house a helping hand—and bring in the car for Spring Conditioning Services. That will save "putting it off"—and might make him so happy he'll buy you a new spring bonnet!



# Spring Conditionin

# DON'T FORGET YOUR CAR NEEDS **CONDITIONING, TOO!**

- Drain, Flush and Refill Transmission
- Complete Lubrication
- Drain, Flush and Refill Cooling System
- Complete Scientific **Engine Tune-up**
- Drain, Flush and Refill Rear Axle
- Change **Engine Oil**
- Clean, Repack and Adjust Front Wheel Bearings
- Wash and Polish for Spring Beauty





1111 1111



OU CAN'T BEAT

Mash

U. S. POSTAGE
PAID
DETROIT, MICH.
Permit No. 5548

Howard E Kilborn 906 Bauman Ave Austin Minn



# **GREAT CARS for 50 YEARS**

Since 1900—more than 1,500 recognized motor vehicle companies have produced more than 2,500 different makes of cars. Nash—beginning in 1902—has grown steadily in this most competitive of all American industries. This growth has been due to splendid management, a consistently good product and a strong and dependable dealer organization that has served Nash owners well. We are grateful for the confidence you have shown in Nash products. And on this Golden Anniversary, we renew our pledge to provide the best possible service to every Nash owner.

# ENSTAD NASH, INC.

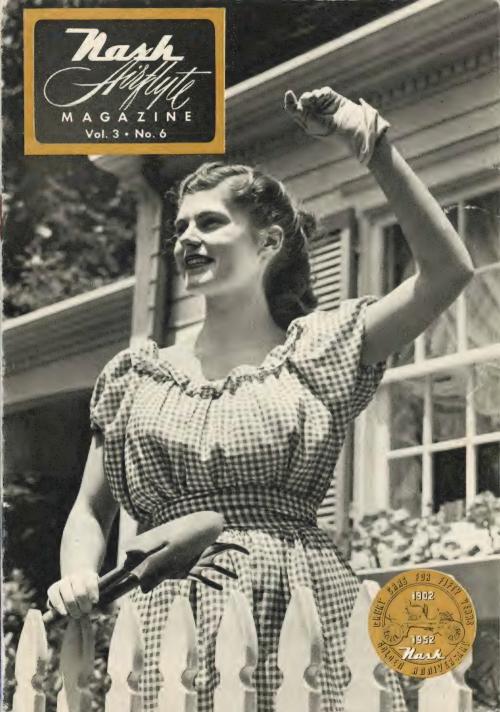
1327 Oakland Ave., W.

Austin, Minn.

**Phone 9639** 

More For Your Cash at Enstad Nash

14-5





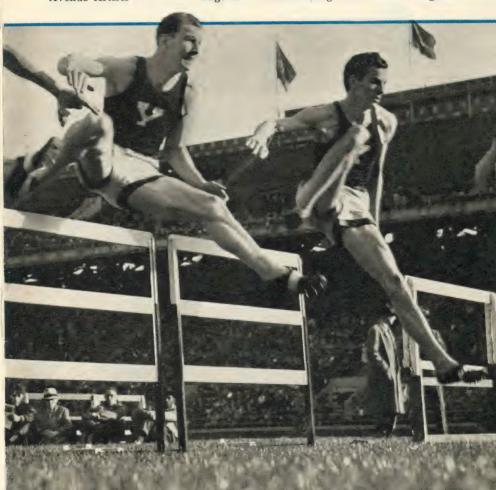




Editorial Offices: 431 Howard St., Detroit 31, Mich.
Published by and distributed with the compliments of your Nash Dealer COPYRIGHT 1952 . NASH MOTORS DIVISION OF NASH-KELVINATOR CORP.

### FEATURED IN THIS ISSUE

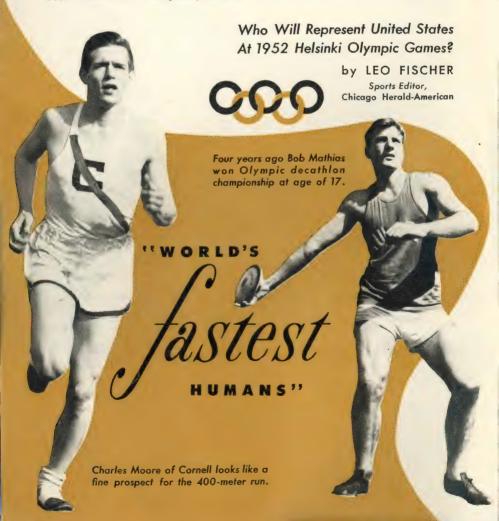
World's Fastest HumansPage 4	Breaks of the Big SandyPage 20
Children's Traffic School Page 8	Nash Owners Forum Page 23
Make Safe Driving A	Favorite Eating Places Page 24
Habit	Who's Who Among Nash
Turn Spring Into Action Page 12	Owners
Wilderness Wonderland Page 15	Helpful Hints Page 26
Avenue Artists Page 18	Smiles Along The Road Page 28



When the United States Olympic team proudly passes in review before the packed grandstands at the opening ceremonies in Helsinki this summer, it will provide a living demonstration of the true democracy that has long been our ideal.

Every one of the men and women wearing the red, white and blue uniforms of this nation will have been chosen for one quality alone —ability. Race, creed, color, religion or social status will not have had the slightest influence in their selection for the highest honor that can come to any athlete in the world.

Every section of the country will be represented by its best, particularly among the track and field contestants who will participate in the most glamorous and traditional of all the events in this peaceful



"battle of the nations."

Who will they be? Hundreds of the greatest athletes are now working, training, striving to be among the 74 who will make up the American team. They will be chosen June 27 and 28 in the final Olympic trials at Los Angeles where competition will be limited only to those who qualify by placing in the Armed Forces Championships at San Diego, Calif., the NCAA championships at Berkeley and the National AAU championships at Long Beach on the three previous week ends.

Ahead of these semifinal meets lies a long, arduous trail. There is no easy path to the Olympic Games. Sectional meets such as the I. C. 4-A, the Big Ten, the Pacific Coast, the Southern and Southeastern conference championships; the Drake Relays at Des Moines and the Penn Relays at Franklin Field, Philadelphia; the various AAU district trials—these and many more provide the hazards that will eliminate the vast majority of those who start so hopefully on the road to Olympic glory.

Many brilliant standouts already loom as potential members of the squad, but past experience shows that there can be no such thing as a certainty.

As usual, the American prospects in the sprints, hurdles, middle distances, pole-vault, broad jump, high jump and shot-put are spectacular. And as usual, our prospects in the longer runs, the marathon and some of the other weight events aren't too good.

Former Yale Star Jim Fuchs holds world's shot put record of 58 feet,  $3\frac{1}{2}$  inches.

Jim Golliday, a sophomore at Northwestern University, could inherit the title of "world's fastest human" at Helsinki this summer. Last year, just out of high school, he toured Europe with a group of American athletes and had an almost unbroken string of victories in the sprints. He has run the 100 meters in 10.3 seconds and is rapidly improving.

Art Bragg of Morgan College, NCAA 100-yard champion; Andy Stanfield of Seton Hall, Dean Smith of Texas, Bob Cunning of Southern California; Jim Ford of Drake, winner of the National AAU title -here are other sprinters on whom Uncle Sam can count. Coming along fast, too, is young Leamon King of Delano, Calif., who won both 100-yard and 220-yard California state prep titles at 15 and has been clocked in dazzling 9.7 and 21.4 second times, respectively in these events. (continued on page 6)



Don Gehrmann, currently top U.S. miler, will try for elusive 1,500-meter crown.

Bob Richards, the "flying parson," thinks nothing of clearing the bar at 15 feet.



(continued from page 5)

Mal Whitfield, now in the Air Corps, who won the Olympic 800-meter title in 1948, looks like a fine prospect in the 400-meter run, where he finished third four years ago. So do Charles Moore of Cornell, the Maiocco brothers—Dick and Hugo—of New York U., Ollie Matson of San Francisco and one or two others.

Roscoe Brown of the New York Pioneer Club, whose 1:49.3 was the fastest 800 meters recorded anywhere in the world last year, is likely to make the team without trouble. Bob Chambers of Southern California, a member of the '48 squad, also is available once more.

Don Gehrmann, currently America's best miler, will try for that elusive Olympic 1,500-meter crown. He showed he was ready when he ran a world's record 1,000 yards in 2:08.2 at the National AAU Indoor Meet. Fred Dwyer of Villanova, Warren Dreutzler and Bill Mack of Michigan State, Fred Wilt the FBI agent, Curt Stone, who was on the team in '48 and Bob Mc-Millen of Occidental also rank high.

Dick Attlesey of Southern California and now the U. S. Navy, is probably the world's best hurdler and should prove it in the games. Jack Davis, the NCAA champion, Craig Dixon of UCLA and Harrison Dillard are other fine candidates.

One of the South's best bets to make the Olympic team is high-jumper John Hall, NCAA and AAU champion, who consistently does 6-6 or better, and more often comes close to 6-10. Walt Davis of Texas A. & M., Herm Davis of San Jose State—second to Hall in both NCAA and AAU—and Barney Dyer of Utah are also proven high

jump stars.

Coming along fast, however, are three newcomers. They are Arnold Betton of Drake, Peron Dubard of Ohio State and Ron Mitchell of Illinois. The latter, a freshman, won the Big Ten indoor title with 6 feet 7½ inches for a new record.

George Brown of UCLA and Meredith Gourdine of Cornell give the U. S. a 1-2 punch in the broadjump. Either can crowd 26 feet.

Bob Richards, the "flying parson", and Don Laz in the pole vault also dominate their field, as do Brown and Gourdine in the broad jump. Either is likely to do 15 feet. Don Cooper of Nebraska also has cleared that height, but isn't as consistent as the other two. Dick Shivers of Occidental College, according to Richards, will be the next to hit 15 feet, and may do it in time for the Olympic trials.

Jim Fuchs, the former Yale student from Chicago who holds the world's record of 58 feet 3½ inches, tops the shot put contingent. Parry O'Brien of Southern California, who beat Fuchs in last summer's national AAU outdoor meet, naturally is a top contender, as is Darrow Hooper of Texas A. & M., the NCAA champion.

Dick Doyle of Montana, whose 175-foot throw is better than any winning Olympic mark, provides hope of winning back the discus title for the U.S. Bob Mathias, the decathlon champion, and Vic Frank of Yale, who made the '48 squad, will be trying again, as will teammate Fortune Gordien, former Minnesota star.

Dick Attlesey, now with the U.S. Navy, is probably the world's best hurdler.

The javelin, which has never been won by the United States, has a hopeful note in Franklin (Bud) Held of Stanford, whose 249-foot 8½-inch toss was the best in the world last year.

Sam Felton and Henry Dreyer, now representing the Olympic Club, are the best in the little-held hammer-throw event, where both represented the U. S. in 1948. In the decathlon, Mathias has improved steadily the past four years and may be the first man in history ever to win that title twice.

There are others, of course—but barring bad days, injuries and other mishaps that plague contestants in any sport—from these will come the bulk of the men on whom Uncle Sam will count once more to maintain its domination of world superiority in track and field.





A Vancouver, Wash., school gymnasium is a beehive of three-wheeled traffic as young pedestrians use 15-foot wide intersection, complete with traffic light.

# CHILDREN'S TRAFFIC SCHOOL

by JACK ROBERTS

Junior and little Susie are telling Dad to mend his driving manners these days. The little folks know what they're talking about.

They are just two of an estimated 25,000 children in Vancouver, Wash., who have gone through a unique experiment called Children's Traffic School.

For the past 13 years the plan, sponsored by the Vancouver Police Department, has drawn the keen interest of civic and community clubs, parent-teacher groups and school officials, It has the staunch

support of Vancouver's Mayor Vern B. Anderson and Chief of Police Harry Diamond.

The kids learn in their school gymnasiums the life-and-death rules of traffic safety on a miniature downtown "traffic area." Child pedestrians walk across busy street crossings and child "motorists," riding heavy-duty tricycles, drive round and round, through a street intersection that boasts a real-life traffic signal with red, green and amber lights.

The traffic school is the brainchild of a tall, spare, 51-year-old Vancouver police officer, Captain Dewey Crowley, who heads the city's juvenile division.

Back in 1948, Captain Crowley was appalled to discover that city crime reports showed most of the city's law-breaking—83 per cent—was traced to juveniles. He took the problem to higher-ups and they gave him a free hand for six months, with the order: "See what

you can do." He did plenty in that time and has been running the juvenile section since.

Within three years, Vancouver's kid-crime total has plummeted from that awful 83 per cent to a mere 13 per cent of city crime. One of the first steps taken was setting up the novel youngsters' traffic class.

The class was a first step in building up contact with young people before they ran afoul of the law. The kid crime fight was launched with numerous visits to the schools. Crowley knew he had to break down the almost traditional fear of "cops" in the hearts of many children.

He hit on the traffic school idea to have a way of getting to know the children and to let them know and respect policemen in uniform.

With the help of C. H. Lyness, City electrician, a portable traffic light, which worked automatically, was built. A paper mill donated strips of canvas, which were painted for sidewalks and street crosswalks, and another firm gave lumber. A call went out for old tricycles and kiddie-cars, and the first class started with 13 of these in varying sizes.

The school was an immediate hit. Today, with 21 big new tricycles donated by civic organizations and labor unions, the classes are bigger, but the idea is the same.

Take a look at a class at Vancouver's Washington Grade School:

Crowley and his assistants, Sgt. Ray Yarnell and Officer Elmer (Tommy) Thompson, with the help of two school patrol members,

Unique junior traffic class offers this young man driving lesson on a tricycle.

have set up the traffic area in the gym. As the school's first class arrives, one hears the whoop of delight from a group of 30 kids who can hardly wait to "get behind the wheel" of a tricycle.

But first the children get 15 minutes instruction on the rules of the road. They are told what lanes to turn from, how to signal turns, what right-of-way means and how it works and how the traffic light works.

Then half the class mounts tricycles and the other half become pedestrians. The signal is turned on and the gym-floor intersection is turned into a circus of milling young pedestrians and "trike" riders.

It becomes a game. Adults cannot see everywhere at once, so the pedestrians, too, are policemen. Whenever a "motorist" breaks a traffic rule by speeding, failing to signal, or is involved in a collision, he forfeits his tricycle to the pedestrian who saw the infraction and reported it. The loser himself then becomes a hawk-eyed tricycle watcher. Captain Crowley tells the children that they are driving an

(continued on page 10)







Using tricycles, Captain Crowley explains how wrong turns may cause accidents.

Rules of the road, such as how to signal for turns properly, are taught children.

(continued from page 9)

automobile, in fancy, that in real life would be worth \$2,000 or more. Cutting a corner and running over a painted curb line would break the wheel of a real car, the children learn.

"Although it started out as a means of contacting the children and reducing delinquency, we believe the classes have value in themselves in awakening traffic-consciousness in our children," says the Captain. "Many youngsters who received their first traffic training in these classes today are licensed drivers behind the wheels of cars."

Authorities feel that safe bicycle riding habits are one of the first results of the school. Many of the children will not be driving cars for several years at least, but most of them are, or soon will be, riding bikes. Classes stress bicycle safety.

To cover all 13 of the city's schools, from kindergarten through seventh grade, takes two and a half months. Each year about 7,000 children go through the classes.

The cost? Any community can do the same thing for as little as \$400. The traffic light is the costliest single item, and Vancouver's was handmade at a very small outlay. But it takes plenty of sweat and patience to supervise the classes. And, says Crowley, the person running the class should be a policeman in uniform.

But it has paid off handsomely. Today there is hardly a child in Vancouver who doesn't look forward to the arrival of a uniformed policeman and the delights of "tricycle traffic."

Once in a great while, the juvenile office gets a good-natured complaint, such as that of one puzzled parent who told Captain Crowley;

"I'm in Dutch with my boy."
"Why?" asked the officer.

"I was out driving with him along and I made a U-turn," the man confessed. "My boy was worried about it. He said 'If you did that when Officer Crowley could see it, you'd lose your turn at driving!"

# MAKE SAFE DRIVING A HABIT!

Something needs to be done about America's alarming increase in traffic accident fatalities. And some-

thing is being done.

Mr. M. R. Darlington Jr. of Washington, D. C., managing director of the Inter-Industry Highway Safety Committee, told NASH AIR-FLYTE MAGAZINE on a recent Detroit visit that automobile and tire companies, the National Automobile Dealers Association and civic, business and safety groups in 48 states are giving full support to the May car safety-check program of the National Safety Council.

Slogan for the May safety program, he said, is "Make Safe Driving A Habit . . . Check Your Car—

Check Accidents."

Using National Safety Council and Bureau of Public Roads statistics, Mr. Darlington pointed up America's alarming traffic accident picture shows:

That an estimated 37,500 persons were killed last year on the nation's highways; that an all-time high of 40,000 highway deaths may be reached this year; that the one millionth American was killed as a result of traffic accidents since 1900; and that at our present rate the SECOND millionth traffic victim will be killed in less than 30 years!

Mr. Darlington said accident reports show unsafe vehicles are contributing causes, in 12 per cent of fatal accidents today compared with eight per cent in 1941.

To stop this slaughter and maiming, Mr. Darlington, a veteran of 13 years in highway safety work, urges

all car owners to "Have your car serviced for safety."

Your Nash dealer shares the concern of industry, safety groups and civic organizations for the nation's safety on highways.

He stands ready to give your car a complete and accurate safetycheck—and if need be, proper service to assure safety.

But none of these groups—your dealer, the Inter-Industry Highway Safety Committee, the NADA or the National Safety Council—can by themselves make America's highways safer places to drive.

YOUR cooperation is needed. YOU play the vital role in this national car Safety-Check Month.

The facts show unsafe vehicles cause too many of today's accidents.

Is your car in safe operating condition?

Did you know that 55 per cent of cars in use in 1950 were eight or more years old as compared to 24 per cent in 1941?

That the average age of a passenger car today is 7.8 years compared with 5.5 years in 1941?

That 30.6 per cent—or nearly 1 out of 3—of the vehicles given safety checks during last year's program were found to be in need of service attention for one or more parts affecting safe vehicle operation?

That 52,217,000 vehicles were registered in the country at the end of 1951 compared to 49,143,000 in 1950?

And that these vehicles, driven by more than 63 million licensed drivers, traveled an estimated 488 billion vehicle miles during 1951—an increase of 32 billion vehicle miles over 1950!



In the spring, a woman's fancy turns—and turns—and turns, mostly it seems to ways of getting the man of the house to do more clean-up, fix-up and paint-up jobs around the place.

One of the best ways to get a man into the "Spring Change-Over" mood, it seems, is to start him to work in the garage. A little work there quickly shows a lot of results.

# HERE ARE A FEW SUGGESTIONS



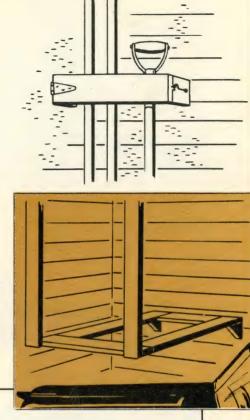
# CLEAN UP

- 1. Sweep walls, ceiling. Scrape up floor dirt with hoe or shovel.
- 2. Remove oil and grease spots with sprinkled kerosene rubbed in with old broom, worked over with several shovelfuls of fine ashes. Or scrub with solution of 4 ounces trisodium phosphate (get from any hardware store) to 1 gallon hot water.
- 3. Tear newspaper into strips, soak strips and spread on floor as dust catchers.
- 4. Sweep up the mess.
- 5. Finish by scrubbing floor with hot water, scouring powder (no soap) and stiff brush. Rinse.

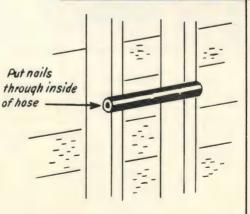
# FIX UP

If roof, walls, floor and foundation are in good shape, you may want to consider fixing up a storage rack or two to utilize extra garage space.

- 1. A garage storage rack for garden and yard tools. Attach two short 2 x 4 blocks to studs or wall about two feet apart just below tops of tool handles. Hinge a 1 x 4 board to one block. Fasten other end of board with hook and eye to second block. Another rack (without hinge or hook) can be put at bottom to keep tools from sliding out.
- 2. A storage rack for storm windows or screens. If there is no room overhead on the garage rafters for a rack, consider using the space over the car hood. Build a support shelf with two or more 2 x 4s and suspend with a 2 x 4 from above.



If you find that the edge of the car door is getting chipped or the door handle scratched from banging into the garage wall as the door is opened, you can get good protection by nailing a short length of old garden hose to the garage wall or studding at the point of contact.

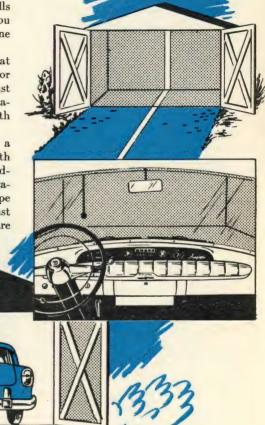


# PAINT UP

Even if the outside and inside walls of your garage don't need paint, you may want to try your brush on one of these:

1. Many drivers have found that a center line painted on garage floor or rear wall is helpful. They just line up the mark with hood ornament—and drive straight in with confidence.

2. Next, suspend a rope with a knotted end directly in line with paint stripe and just touching windshield. When you drive car in garage, line up on the rope with stripe and drive forward until rope just touches windshield. Then you are in right.

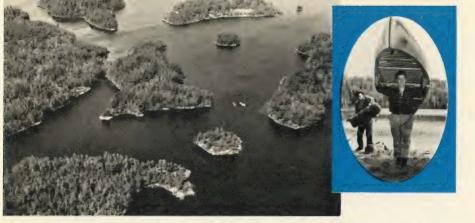


Imagine the convenience when driving into the garage at night of reaching out the car window and pulling on the light.

1227

If your light works with a pull chain, simply extend the chain with strong cord and thread the cord through screweyes arranged on the rafters so that the cord can be pulled and the light switched on or off from the driver's seat.

If your light is controlled by a wall switch in the house or garage, remove bulb, flip wall switch to "on," screw a combination pull chain socket and double outlet (get it from any hardware or "dime" store) into the light socket and insert bulb into pull chain socket. Attach cord to pull chain, position screweyes and thread cord as previously noted.



# WILDERNESS WONDERLAND

by BELLE EWING

We who live in America have many treasures. Not the least of these are our wilderness wonderlands, such as the vast region found in the interior of the Quetico-Superior country.

This area comprises the Rainy Lake and Pigeon River watersheds in Northern Minnesota and adjoining Northwestern Ontario. Its lakes and interconnecting waterways, within its 16,000 square miles, is a canoeist's paradise.

You may travel this roadless land entirely by water, except when you make a portage, just as the earliest travelers.

This region is rich in historical lore, for at one time it was the heart of a profitable fur trade—in which French, British and Americans competed. For 200 years it was the favorite trade route of the gay French voyageurs. It is much the same today as it was then, except that wild life is scarcer.

You float through silent forests of pine, spruce, aspen, birch and other hardwoods. Great granite cliffs share with you their wealth of ferns and wild flowers. These rocky pinnacles tower above the marshes that stand thick with reeds and wild rice.

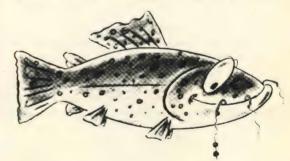
Because canoe parties take only what they need for food, fishing is as good today as it ever was. Trout, bass, walleyes and northern pike are plentiful.

Both land and water birds are numerous. You may hear the plaintive trill of the white-throated sparrow or that of the high-pitched warbler coming from the top of an aged spruce. You will be sure to hear the eerie call of the loon some night and see wedges of geese flying overhead.

The traveler will long remember the opalescent lakes, the foam of swiftly moving water and the dim forested paths. He also will remember the smell of campfire smoke and hear again the music of the pines. But, perhaps best of all, he will remember the peace and silence that only a wilderness wonderland can bring.

# WASH OWNER'S COOL LUCK!!





THIS IS NUMBER 40 IN A SERIES OF **Hash** ADS BY ED ZERN



NCE there was a notoriously unlucky sportsman who drove to Emptycreel Creek in his new 1952 Nash Golden Airflyte. While he was setting up his flyrod the local expert came by and said, "Lucky you wasn't here yesterday—fishing was terrible. Oughta be perfect today!"

Sure enough, in no time at all the sportsman had his limit of brown trout, all over eighteen inches, including Old Ironsides, the legendary tackle-buster whose jaws were festooned with rusty hooks.

After the reporters had interviewed him and the newsreel cameramen had taken pictures of him holding Old Ironsides, the sportsman went back to his Nash Airflyte, made up the Twin Beds and lay down to take a nap . . .

"Wake up!" said his wife, shaking him. "This is the morning you were going to help me with the spring housecleaning."

"Huh?" said the sportsman, sitting up in bed. "Oh boy—what a dream! Sorry, honey—but I got a date with Destiny!"

Hastily the sportsman dressed and drove to the nearest Nash Dealer, where he traded in his old car on a 1952 Ambassador Airflyte.

"Besides the Twin Beds," said the Dealer, "it has Reclining Airliner Seats, a new Super-Jetfire Engine that's hotter than the one that set a stock-car record of 102.46 miles an hour last year, and better eye-level visibility than any car on the road—not to mention new Dual-Range Hydra-Matic Transmission, new glare-free Solex Glass, improved Weather Eye Conditioned Air and—"

"Just give me the keys, bub!" said the sportsman. "I'm in a hurry!" Then he transferred his gear into the new Nash and lit out for Emptycreel Creek. When he got there the local expert came by and said, "Too bad you wasn't here yesterday—fishing was great! Crick's muddy today, and they ain't bitin'!"

"Yike!" said the sportsman. "What about Old Ironsides?"

"Died last week of old age," said the local expert. "Say, that's some car you got there! 'Bout *time* you got an Airflyte. Has it changed your luck any?"

"It sure has!" said the sportsman, happily. "If it wasn't for Nash, I'd be helping my wife with the housecleaning!"

MORAL: Those reporters would probably have spelled his name wrong, anyway.

Come in and let us give you a personal demonstration of the Golden Anniversary Nash Airflyte.







# Avenue

By the millions they pack the highways in all shapes and sizes of cars. And behind the wheel you will find the American Motorist - his moods and mannerisms transferred from all walks of life to a common denominator: (1) the MAN BEHIND THE WHEEL. There is the MAD MOTORIST (2) who screams at the driver who gets in his way and is highly irritated at everything in general. The EYE-FOR-EYE type (3) is determined not to dim his lights until the other fellow does. Riding the center line, the WORRIER (4) tries to decide whether he should turn right, left or around. "Why officer, I couldn't have been driving that fast," explains the APOLOGETIC type (5). Steering









# Artists

with his elbows as he lights up, the SMOKER (6) has trouble finding the end of his cigarette and seeing the road at the same time. This SUNDAY-AFTERNOON DRIVER (7) is resigned to his fate of being last man in a long caravan on crowded highway. It's a personal insult to the BOTTLENECK (8) if anybody wants to pass him while he is going 20 MPH in a 50 MPH zone. The CROWDER (9) always drives with his hood under the gas tank of the car ahead of him-and is amazed when the other car stops and he doesn't. And then there's the WOLF (10) with his cheery smile for a pretty young miss in the pedestrian lane.







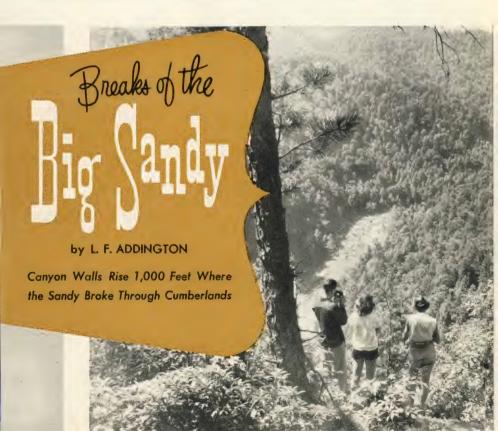
It was John Fox Jr., author of the famous Trail of the Lonesome Pine, who first wrote pieces for national circulation about the scenic Breaks of Kentucky and Virginia. In Scribner's Magazine in 1900 he wrote, "Aeons ago the majestic Cumberlands met its volcanic conqueror and after a heavy conflict was tumbled head over shoulders to lower earth to let the pent-up Big Sandy rush through its shattered ribs . . . with a roar of freedom that once must have shaken the stars."

In those days one could reach the Breaks only by means of foot: Fox traveled 75 miles from his home in Big Stone Gap, Va., making part of

the journey on horseback and the rest on foot.

At the turn of the century railroad magnates began to eye the Breaks canyon as a passageway for coal. And there ensued a period of what is now known as the Battle of the Breaks, during which time railroad men vied for a right-of-way. It was George L. Carter who won with his Clinchfield road and soon thereafter people could enter the Breaks area by train.

Although there had been a trail from Haysi, Va., into the Breaks for a good many years, it was not until the summer of 1951 that Highway 80, extending through



Virginia and Kentucky, was made travel-worthy. And this link in the road was completed after the governors of both Virginia and Kentucky became interested in and promoted the project. On June 10, 1951, both Governor Lawrence W. Weatherby of Kentucky and Governor John S. Battle of Virginia met in the big road opening celebration at the Breaks camp ground.

The canyon walls, formed by the slow cutting of Russell Fork of the Big Sandy, rise at one point, near the Kentucky-Virginia border to more than 1,000 feet above the water, as the bench marks on the river and the summit show.

When one walks out on Kyva Point (Kentucky-Virginia border), one is instantly caught up in a feeling of being suspended high in the air. Away to the west, down in old Kentucky, the rimrocks show rugged and eroded. It looks as though the Omnipotent piled some of the mighty stones one on the other to form a step-stone to Heaven.

Down the canyon sides, stones as large as cottages lie strewn among the timber, the tops of which point up at you. Then the canyon sides dip away to a sheer perpendicular cliff wall that reaches the roaring, leaping stream.

(continued on page 22)





"Windy Point," in Kentucky, is 900 feet above big Sandy River.

(continued from page 21)

This stream falls some 400 feet from the time it enters the canyon in Virginia until it reaches the lower lands in Kentucky.

The famous spots for tourists are: Lover's Leap, The Towers, The Chimney Rock, The Devil's Anvil and Kyva Point. The river—although here called Russell Fork, carries the waters of Pound River, Crane's Nest River, McClure River and Russell Fork—makes a great horseshoe bend around the towers and almost meets itself. At the meeting point, a mere stone fin, the Clinchfield Railroad tunnels.

The Breaks area became a part of the Jefferson National Forest in 1942. The purchase area included over 50,000 acres and the portion actually in the Jefferson Forest is around 13,000 acres.

The opening of Highway 80 in the summer of 1951, making the Breaks accessible to the public, has brought such a multitude of people, both from far and near, that civic clubs in both Kentucky and Virginia are making an effort to get the area turned into a park.

Tourists going south on U. S. Highway 23 can reach the Breaks by taking Highway 80 a few miles south of Pikeville, Ky.; going north they would leave U. S. Highway 23 at Pound, Va., and follow Highway 83 to Haysi, Va., where it makes a junction with Highway 80.



# Readers FAVOR Toll Roads

Drivers are disgusted with the deteriorating condition of our national highway network, letters answering the Nash Owners Forum on the subject "Should We Have Toll Roads?" indicate. They're also discouraged at the slow pace at which superhighways are being built by state and national governments today. By a two-to-one majority they decided toll roads are at least the fastest answer to the road problem. Forum judges report entries were received from 37 states. More letters were received on this question than on any forum question to date. To writers of the two letters below go \$50 checks and our congratulations.

Toll roads, planned FOR wisely, are a boon not only to the motorists who use them but to the residents of the state through which they pass and the communities along their routes.

State funds are rarely sufficient for proper maintenance of existing roads and the construction of new ones. The long-distance travelerdriver most interested in the well-graded highways unbroken by congested local traffic, numerous intersections and the "nuisance" of traffic signals-is the logical (and in most instances, willing) source of revenue for this convenience. For a moderate fee he receives enormous returns in time saved.

At the same time communities along heavily traveled routes are relieved of the extra congestion imposed by through traffic, and the state has at its disposal more funds for building and maintaining better toll-free roads.

When we have toll roads where the need is indicated by a heavy flow of long-distance traffic, everybody reaps the benefits.

> Mrs. George S. Lawson Thorofare, N.J.

AGAINST We should not have toll roads! In

the first place it is a hazardous way to finance such large projects, particularly in view of the fact that their number is increasing steadily. In times when penny-pinching becomes a necessity these roads may be the first to feel the pinch.

Speaking from personal observation of the Pennsylvania Turnpike and friends who have used it, I have noticed that in many cases after the first time or two a person uses the road, his curiosity is satisfied and he plans his next trip with economy and new scenery in mind.

For instance, in my case, taking the Turnpike from near Baltimore to Pittsburgh almost doubles my driving expenses. I find the almost adjacent Route 30 much more pleasurable than the monotonous straight-away of the Turnpike.

Also, on the Turnpike there is no competition for the restaurant and service station facilities. If one does not care for the brand offered he must take it or do without. Prices. therefore, are as high or higher than the highest offered off the Turnpike.

LEON L. MORRIS, Baltimore, Md.



# EL POCHE CAFE

All the early California and Mexican atmosphere

that surrounds Mision de San Gabriel Arcangel in the little town of San Gabriel in Southern California seems focalized in El Poche Cafe. The unassuming, low frame building, flush with the sidewalk, is only two blocks from the old mission and is a popular attraction for those hungry for Mexican food.

Although San Gabriel's history, going back to the mission's founding in 1771, is largely one of Mexican influence, for a long time there was a dearth of Mexican restaurants in its vicinity.

Finally, Mr. Victor Torres decided to do something about it. In 1937 he opened a tiny Mexican cafe with a counter, five stools and three tables. In no time at all a partition in the building was torn out, increasing seating capacity to 100.

In turn, came a barbecue where steaks are charcoal-broiled after being marinated with the famous Torres' sauce, now put up in jars and sold; an old-country patio with fountain; "El Portal," a cocktail room, and a new lobby.

Sombreros, painted gourds, Mexican baskets and blankets on the wall and waitresses and waiters in Mexican fiesta costume give El Poche a distinct atmosphere.

If you are one of the guests who crowd nightly into the restaurant you may order a delicious chili relleno (pepper stuffed with cheese), rice with Spanish sauce and delectable tortillas—saucer-sized, thin corn cakes. Diners devour some 200 dozen tortillas a day. Perhaps you prefer an enchilada and frijoles (beans), fried and served with melted cheese, or a tamale.

All dishes are recipes from Sonora, Mexico, the Torres ancestral home.

Residents from within a 50-mile area arrive, many of them regularly, for a good Mexican meal, and tourists from all over the country come to sample the savory dishes, such as this appetizer:

### Guacamole

Mash 4 avocados; add 3 green onions, finely minced; ½ fresh tomato, finely chopped; 1 sprig cilantro, finely minced; ½ clove garlic, finely minced; 1 tablespoon salad oil; juice of ½ lemon; salt and pepper. Whip into a paste. Spread on crackers.





# AMBASSADOR OF CHAMBER MUSIC

Representing a new trend in university education, the University of Alabama String Quartet is ending its eighth season as an "Ambassador of Chamber Music" in the South.

Founded in 1944 by Ottokar Cadek, noted violinist and teacher, the ensemble includes Emily Searcy, second violinist; Henry Barrett, violist; and Margaret Christy, cellist, all distinguished artists. Under Cadek's leadership, the quartet has become an outstanding group noted for its high standard of performance.

Following the lead of such state universities as Wisconsin, Illinois, Michigan and Indiana, the University of Alabama is the first institution in the South to have a string quartet-in-residence. Members of the quartet teach in Alabama's department of music in addition to playing the numerous concerts booked for the group on the campus and in communities from Texas to Virginia.

Mr. Cadek, who uses a priceless Stradivarius violin made in 1718, is also conductor and head of the violin department of the National Music Camp at Interlochen, Mich., nation-

ally known summer camp.

OWNERS

It was in Michigan that Mr. Cadek bought his Nash that is used by the touring string quartet for its more than 60 performances a year. "The fact that four people with luggage, formal recital clothes, instruments (including that cello) and brief cases can all travel in comfort, speed, economy and 'in style' has sold us on the car," the teacher-director says.

Teaching schedules of the quartet members at the University are limited to the first four days of the week. That gives the group time to perform on week ends in cities and schools within the state of Alabama. Two to four recitals each season are played in the larger cities of Birmingham, Montgomery and Mobile. And three times during the school year, the Quartet goes on tours of a week or ten days' duration throughout the South.

25

For colorful and attractive table mats that are different, get last year's wall paper books from your paint store, cut out pages and trim with pinking shears for effect. When soiled, merely discard and use fresh ones.

> Mrs. Catherine Reichert Lake Geneva, Wis.

You can keep your woolens (socks, blankets and sweaters) soft and fluffy by adding vinegar to your rinse water. Use just enough to color the water. There is no odor after the woolens dry.

Miss Carol Hansen Asheville, N.C.

Brush a stroke of paint on a clean white blotter and you will see exactly the color it will be on your walls when dry.

> Pat Byrne Chicago, Ill.



#### AS FAR AS EYE CAN SEE

Dirty windshields are dangerous! But you can be sure of clear vision with Nash Automatic Windshield Washers. And your windshield is cleaned while you drive. Just push the control button . . . and, presto, twin sprays of water cover the windshield as the wipers clear the glass of dirt, mud and grime. Let us install an Automatic Windshield Washer in your car.

#### NASH OWNERS

Convert a hammer into a rubber mallet by simply slipping an inexpensive crutch tip over the striking head. The rubber head won't mar wood or metal.

> N. M. Halverson Chicago, Ill.

When traveling, take along a tube of shaving soap. It's so much handier, especially with small children who require frequent "handwipings" en route.

Mrs. Florence L. Olson Galva, Iowa

If your thermos bottle corks get too small to fit, due to long usage, boil them for a few minutes in a covered pan to bring them back to their original shape.

> Miss Rea M. Miller Lansing, Mich.

A "C" clamp will solve the problem of what to do with a large paint can when painting is done from a ladder. Run clamp through wire handle of can and clamp to ladder runner. This allows quick moving of can up or down or to either side for convenience.

> Eugene Ray Everett, Wash.

If you have a favorite way of performing some ordinary household task, or have discovered a short-cut in the performance of some chore, send it along. Nash Airflyte Magazine will pay five dollars for each contribution published. None will be returned. Address all contributions to Nash Airflyte Magazine, 431 Howard St., Detroit 31, Michigan.

To transfer pictures on cloth for embroidery, simply unthread machine, take picture, lay cloth down, put carbon paper on top and picture on top of all. Stitch with unthreaded needle on sewing machine, and you have a clear picture on cloth from which to work.

> Mrs. Hugh Anderson Knoxville, Tenn.

An ordinary salt shaker is handy for planting very small seeds.

> Miss Georgia Hoch Teaneck, N.J.



# smiles along the road

Share your smile with Nash Airflyte readers and be richer by five dollars. Nash Airflyte pays five dollars for each Smile Along the Road contributed by a reader and selected for publication. All contributions become the property of Nash Airflyte and none will be returned. Send your contributions along to Nash Airflyte Magazine, 431 Howard St., Detroit 31, Michigan.

#### INVITATION

I noticed the following sign on the back of a service station truck in Alabaster, Ala.:

INVITE ME TO YOUR NEXT BLOW-OUT

> Tom Broomall Bessemer, Ala.

#### THOUGHTFUL SERVICE

A sign in a Spokane, Wash., laundry window reads:

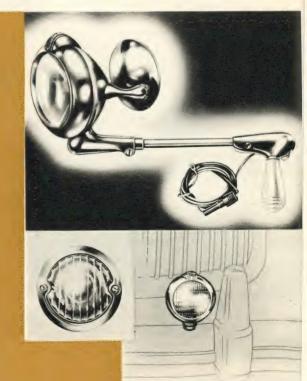
We do not tear your laundry with machinery.

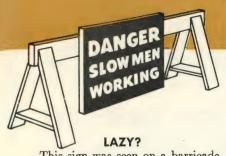
We do it carefully by hand.

Richard L. Hedrick Creston, Wash.

## For Safer Driving

To help you make safe driving a habit, the Nash Spotlight with Rear-View Mirror, Nash Fog Lights and Nash Back-Up Lights will provide you with maximum visibility in all kinds of weather. The Spotlight throws a powerful, longrange beam. It is adjusted, along with the Rear-View Mirror, from within the car by a pistol grip control. The Fog Lights have sealed-beam units and fixed focus. And the Back-Up Lights spread a wide, powerful beam. You will want these safety accessories on your car.





This sign was seen on a barricade in Milwaukee.

Ray Wilburth Milwaukee, Wis.

#### TRANSITION

On U.S. No. 1 at West Palm Beach, Florida, a sign in front of a building reads:

We Buy Junk—We Sell Antiques

Miss Margaret T. Brittin Williamsville, Ill.

#### SLIGHT TIP

This sign was outside a ski lodge near Strawberry, Calif.:

Please ring bell for service. \$100 service charge between 10 P.M. and 8 A.M.

Carson White Walnut Creek, Calif.

#### WITH AN APPLE?

In central Kansas across the highway from a small country school we saw this sign:

Do not run over our children. Wait for the teacher.

> Mrs. Will H. Hayden Laurence, Kans.

# \* \* DEER \* \* KEEP OFF HIGHWAY Motorists are Passing

#### **DEER-TOUR**

A notice on a Minnesota highway warns:

Deer, keep off highway, Motorists are passing.

> Mrs. G. H. Wallace Loves Park, Ill.

#### TOUCH OF YOUR HAND

Weary of passers-by who lightly pinch the fruit yet fail to buy any, a Detroiter has posted the following sign among the apples and peaches on his street corner stand: "Don't squeeze me till I'm yours."

> Roy Denial Detroit, Mich.



# In one Split Second One Split Second In one Split Second In one Split Second Your car!

When that split second arrives, it's too late then to check your car.

Your life may depend on:
Safe Habits . . . Do the right thing FIRST.
Safe Operating Condition of your Car.

It's too late when that split second arrives.

### BE SURE BEFORE YOU START

Your Nash Dealer is best qualified to

Service your car for Safety!

# MAKE SAFE DRIVING A HABIT

Check Your Car Check Accidents



7120 250.00

SEC. 34.66 P. L. & R.
U. S. POSTAGE
PAID

DETROIT, MICH.
Permit No. 5548

Howard E Kilborn 906 Bauman Ave Austin Minn

# **Make Safe Driving A Habit**

# check your car check accidents

Throughout the nation, May is being observed as Safety-Check Month. Because of the mounting toll of traffic deaths and injuries, the objective of this safety drive is to have every car in America safety-checked. We a cooperating in this all-important program. It is our sincere hope that you will come in and let us service your car for safety.

# ENSTAD NASH, INC.

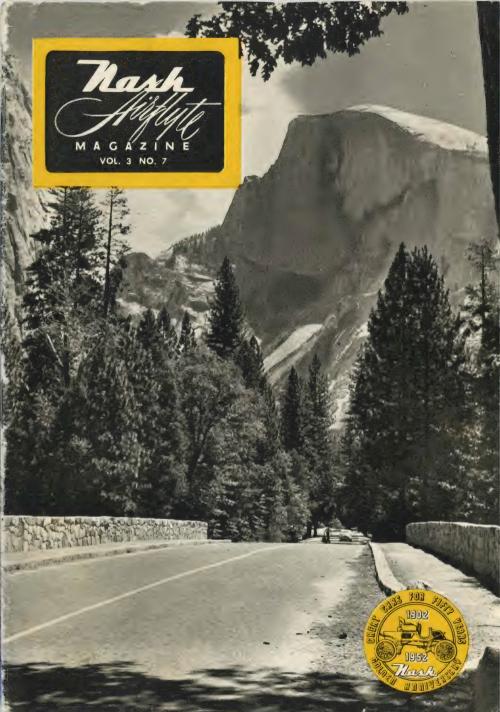
1327 Oakland Ave., W.

Austin, Minn.

Phone 9639.

More For Your Cash at Enstad Nash

14-5





VOL. 3



NO. 7

Editorial Offices
431 Howard St., Detroit 31, Mich.

Published by and distributed with the compliments of your Nash Dealer

COPYRIGHT 1952 • NASH MOTORS DIVISION OF NASH-KELVINATOR CORP.

#### FEATURED IN THIS ISSUE

Let's Go	_Page 4
Family Fun on a Motor Trip	Page 6
Our Mileage Record	Page 9
Take Your Dog Along	Page 10
From Sea to Shining Sea	Page 12
License Plate Score Card	Page 16
West Point, Builder of Leaders.	Page 18
That Happy Side Trip	Page 20
Favorite Eating Places	Page 21
Surf Fishing Hot Spots	Page 22
Helpful Hints	Page 26
Smiles Along The Road	Page 28

Sunny beaches . . . breeze-swept mountains . . . cool lakes and all the other wonderful resort spots to be found in Vacationland, U.S.A., are beckoning again to the motorist. For summertime is travel time. Happy vacation!

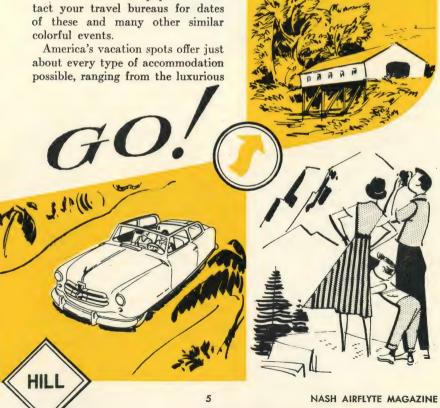


Of particular interest this summer will be the newly renovated White House, recently reopened. The first floor is open to the public.

Festivals of all sorts will again be held for the pleasure of visitors. Throughout the mountains of Virginia, North Carolina and Tennessee, the blooming of Purple Rhododendron during June will be the signal for a number of celebrations. On the West Coast, from June 11-15, Portland, Ore., will hold its annual famed Rose Festival. New Mexico will have its corn dances. Colorado will pay tribute to wild flowers. And California and Michigan will hold cherry festivals. Watch the papers or contact your travel bureaus for dates of these and many other similar colorful events.

inns to more modest lodgings. Prices, of course, for an overnight stay depend on the place where you are stopping. You can get \$15-a-person accommodations—or as low as \$1 a night. But the average rate this summer will be around \$6.

Incidentally, it will be wise to make reservations before taking off for your vacation. Travel bureaus reporting to NASH AIRFLYTE MAGAZINE indicate that advance resort bookings are already heavy for June, July and August.





Active Children Become Restless Quickly; Why Not Plan Things They Can Do In Car? by VERA FIDLER

To many parents the thought of taking the small fry on a motor trip has an almost nightmarish quality. It is something to be avoided even if it means staying at home themselves.

But do we parents ever stop to think how utterly boring it can be for an active child to sit in a car for hours and when he becomes restless, is told to "keep quiet and look at the scenery"? To a child, one tree looks much like another. And they can't see much to get excited about in a lake or river except as a potential swimming hole.

I have discovered that a little time spent beforehand thinking up things for the children to do in the car pays good dividends—both for them and for their parents.

One of our favorite pastimes is inventing stories. One of us, usually Mother, starts a story about some subject we have chosen. Ghosts are always good for a thrilling tale, and stories about children and animals are sure-fire hits. At the end of two minutes, I stop talking and one of the children takes it up and so on until we come to Daddy, who can usually be relied upon to provide an exciting climax.

Children love to make things. So I always take along a "surprise box," and when signs of restlessness begin to appear, I produce it. Our children can spend hours making paper chains out of strips of bright paper I have cut from magazines. I provide a small lap board and a rubbertopped bottle of glue for each child and let them go to it. Of course, the back of the car looks like the living room after a birthday party, but who cares?

Sorting and stacking things is

grand amusement for pre-school children. One of my more successful ideas was to take along a supply of bright-colored washcloths. Our youngest spent a whole morning sorting them according to color and when she tired of that, used them to wrap her dolls in. Afterwards, the cloths came in handy for their original purpose.

A set of four or five tin cans of various sizes and painted in different colors also provide amusement for the smaller child. Fitting and unfitting them and filling them with various things can be a very absorbing and time-consuming task.

My "surprise box" also yields plasticene, crayons and a few pads of paper. From the plasticene, we see who can make the best soldier or sailor, dog with the longest tail or any other object we can think of. Once we get started, there is no

end to the things we can think up.

A good game with crayons and pads is played by everybody closing their eyes and, with no peeking allowed, drawing a picture of something decided upon beforehand. Some weird works of art emerge, which are always good for a laugh.

Our children can play "I spy" indefinitely. The object "spied" must be in the car and one person starts by saying, "I spy with my little eye something the color of blue" (or whatever color it happens to be). Then the others, taking turns, try to guess what it is by the process of elimination. The one who gets it first is the next "I spyer."

Then there is the game of counting things. "Let's count white horses" always meets with a ready response, and an hour or two soon passes as we search fields and barn-

(continued on page 8)

When mid-afternoon restlessness sets in, take a break and enjoy nature's beauty.





A half-hour of "exploring" is fun and gives the children something to talk about.

(continued from page 7)

yards for white horses. Sometimes we count spotted cows or red barns or havstacks.

But what about that awful midafternoon restlessness that invariably sets in when the children have been too long confined in one place? They're fed up with making things and playing games. In fact, they're fed up with everything except making life miserable for each other. That stage is always the signal for Daddy to stop the car at a side road and make an announcement.

"Half an hour off for exploring!"
Everybody piles out and we start up the side road. "Last one to that big rock is a monkey" gives us some much-needed exercise, or "The person who can find the most yellow flowers is the winner" provides an interesting diversion.

On these little excursions we almost always come upon something

of interest. Once it was an old cemetery, the grounds grown over with weeds, some of the tombstones flat on the ground while others still stood tall and proud. Not a very cheerful place to take children? We could hardly tear them away after they started reading and marveling over the names and dates of the "olden times."

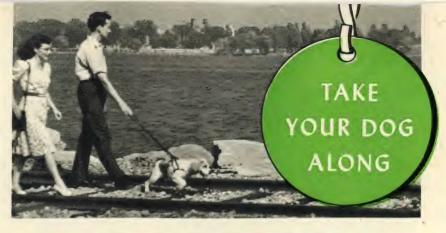
Our half hour for exploring is gone all too soon and after a race back to the car, we're all set for another spell on the road. But now we have something new to talk about, and the time passes quickly until we stop for the night.

Why not make a list of simple things to do in the car the next time you are planning a motor trip? A little thought beforehand not only saves wear and tear on parents but prevents the children from bashing each other over the head out of sheer boredom.



Use this log on your trip and you'll have an accurate and permanent record of your travel mileage when you get home. And if an argument comes up later on, you'll have the figures handy.

- Same -					
PLACE	START	FINISH	PLACE	START	FINISH
		·			
		6			
		,			
	·				



#### It Depends on You Whether Your Pet Is a Pleasure or Nuisance on a Trip

#### by MAUREEN ANDERSON

Taking a dog on a motor trip can be a pleasure or a nuisance, depending on the thought that is given to his needs.

First of all, he should have his own place in the car, preferably a corner of the back seat. A good grooming before you leave and a blanket or plastic sheet for him to lie on will save the car upholstery from hairs and dirt.

If your dog is inclined to be carsick, take him to a veterinarian and he will advise you as to the proper diet both before and during the trip. He also may recommend a remedy to prevent car-sickness.

In any event, feed the dog lightly for a day or two before starting and also on the trip. A few biscuits and plenty of water, especially in hot weather, are all that are required. Water may be carried in a Thermos bottle, or ice cubes packed in a jar will provide cool drinks for quite some time. Be sure the water is not too cold, as this may cause cramps.

An unbreakable drinking dish is also a must.

Make periodic stops along the way in order to let your dog out for a run. Dogs, like children, get restless if confined too long in one place. Taking a ball along is a good idea. A few scampers after it will take the kinks out of his bones and give him some quick exercise. Never take a dog out of a car without first putting his leash on, After being cooped up for miles he is apt to become excited and hard to control when first taken out. One family lost their pet by not taking this precaution. When they stopped, the dog jumped out and dashed across the busy highway. The driver who ran over her risked his own life trying to avoid hitting her. The owners were heartbroken, and their trip was spoiled. And all because of a moment's thoughtlessness.

Don't leave your dog in the car at night. Find a cabin or hotel that does not object to dogs. It isn't fair to expect Fido to spend all day and all night, too, in the close quarters of the back seat. Take along a familiar blanket for him to sleep on and he will be quite happy.

Don't take your dog into restaurants. Even though the proprietor may not openly object, many people do not appreciate having a dog around when they are eating. When you stop for a meal, take the dog for a short run and then put him back in the car, making sure that the windows are open enough to allow a circulation of air. The most pitiful sight in the world is an animal shut up in a closed car, panting from lack of air.

Never leave your dog in a car that is not locked. One man did this and when he came back, the dog was gone. After making frantic inquiries, he learned that a child had opened the car door and let the dog out. Being young and friendly, the dog followed the child and it was only by good luck that the owner learned in which direction they had gone and was able to find them.

Before taking a dog on a trip, be sure that he has been inoculated against distemper. And it is wise to keep him away from strange dogs, for when you are away from home, you do not want to have to combat such pesky things as fleas and lice.

By a little thoughtful planning beforehand and the use of common sense while traveling, both you and your dog can have a happy motor trip. And how much better it is to take your pet with you than to leave him to pine in the strange surroundings of a friend's house or in a kennel, good though it may be.

Find lodging where dogs are welcome.

Don't take your dog into restaurants.







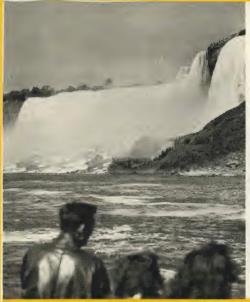
Rocky fortress of Portland Head Light, Maine, withstands pounding waves.

### FROM SEA TO SHINING SEA

America IS beautiful—from "sea to shining sea"—as thousands of car owners rediscover every summer when they and their families take to the open road. On these pages you will find a sample of what America—north, south, east and west—has to offer in scenic beauty for car vacationists.

Manhattan, mecca for millions of visitors annually, is seen here from Brooklyn.





Probably more people visit spectacular Niagara Falls than any other scenic spot.



One of the nation's great playgrounds is Atlantic City on the New Jersey coast.

Blue Ridge Parkway—a mountaintop boulevard—offers breathtaking views.







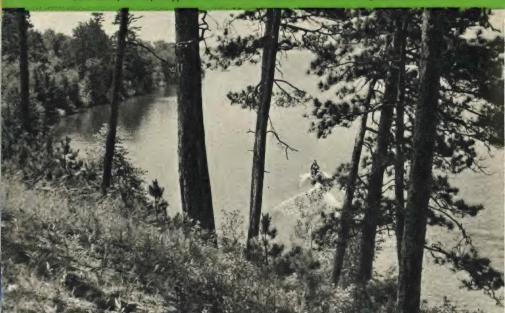


South Dakota's Mt. Rushmore National Memorial is carved from solid granite.



Beautiful and secluded, Lake Hope is in the heart of Ohio's Zaleski State Park.

Cass Lake, Minn., is typical of inland lakes in Minnesota, Michigan, Wisconsin.





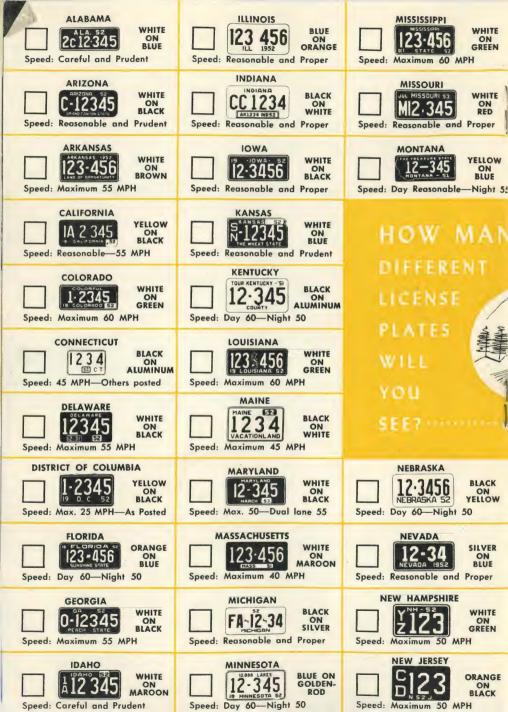
Jagged, sawtooth snow-capped peaks outline Never Summer Mountains in Colorado.

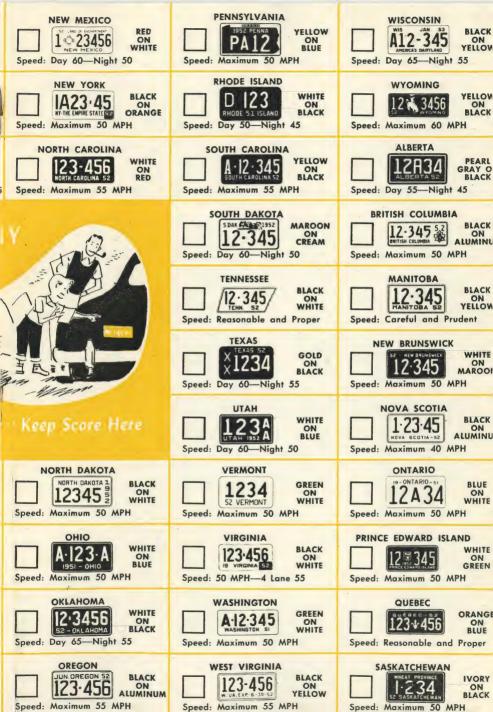
More than 11,000 feet high, Mount Hood in Oregon is popular the year round.

San Diego, Calif., County's beaches are often called "Waikiki of the West Coast."















## WEST POINT...

This is the United States Military Academy (1)-West Point-a military reservation of more than 15,000 acres where young cadets such as these (2) have been trained for national service and leadership in peace and war for 150 years. Small classes (3) develop leaders such as General George Patton of World War II fame, memorialized by a statue, (4) and General Robert E. Lee, onetime Academy superintendent, whose portrait (5) hangs in the library. This color guard (6) proudly bears Old Glory and the Corps Colors on which the school's motto: "Duty, Honor, Country" is emblazoned. At Trophy Point, Battle Monument (7) is dedicated to Regular Army soldiers and officers killed in the Civil War.



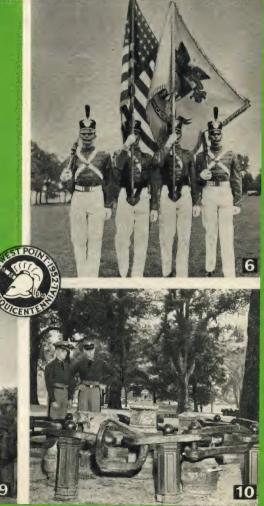






## **Builder of Leaders**

Dominating the post proper is the Gothic-styled Cadet Chapel (8) in which is the largest church organ in the Western Hemisphere. Oldest academic building still standing at West Point is the Library (9) built in 1841. At Trophy Point are a number of links from the Great Chain (10) that was stretched across the Hudson during the Revolutionary War to obstruct British men-of-war. West Point is open to visitors throughout the year. It can be reached by automobile from New York City. Cross George Washington Bridge and proceed north on U. S. Highway 9W. Also open to the public is the U. S. Hotel Thayer. There is no guide service, but information booklets for visitors to West Point are available.





# THAT HAPPY SIDE TRIP

A De Luxe Excursion Steamer Will Take You Down the Mississippi for Four Hours of Fun

by MAUDE SUMNER SMITH

If you are planning a summer side trip on vacation—a day to please every member of the family—you'll enjoy time spent on the Mississippi out from St. Louis.

From the minute you leave Washington Avenue dock and touch the main deck of the S.S. Admiral, a de luxe excursion steamer, until four hours later when you return, you'll

be having fun.

This is a sort of Coney Island steamer for the youngsters. Watching from the entrance you'll notice hundreds of people laden with lunch baskets, pass to the checking stand. The children rush for the amusement midway, which has a penny arcade, an electric shooting gallery, all kinds of games, photo booths and a three-ringed circus.

About noon, attendants set up tables on much of the main deck. Vacuum bottles and lunch baskets are unpacked, and hundreds of families, who prefer it, picnic here.

The skyline of St. Louis slowly slips from view with the smooth movement of the big steamer. You'll be going down river for a couple of hours, back in four hours—a distance of 25 miles. During this time you may see the Forts, something of the southern side of St. Louis and the many interesting buildings and streets in the suburbs. You probably will be passed by other craft.

Six broad stairs lead to the five upper decks of the excursion ship. The Blue Salon on ballroom Deck B is 342 feet long, 90 feet wide with a dance floor that will accommodate 2,000 dancers.

For those who take their sun, air and river scenery straight, there is the Lido deck on the very top of the vessel. Deck steamer chairs invite lounging comfort and rest.

Mid-landers from Minnesota to Louisiana and points east and west have always felt the mysterious call of Ol' Man River. For 140 years steam-powered boats of every description have carried cargo and passengers down the Ohio and up the Missouri and Mississippi. Thousands are rediscovering the fun of a happy side trip down the Mississippi.



## CAPRONI'S ... Cincinnati, Ohio

Cincinnati's famed Caproni's is an eating place that draws from diners such testimonials as: "Caproni — The only place I have had a better Italian meal was in an old monastery overlooking the sea at Amalfi."

And that's music, of course, in the ears of the "Six Palazzolos" who are carrying on the traditions and maintaining the reputation of the restaurant founded in 1866 in an alley cellar by Enrico Caproni.

The Palazzolos—Antonio and his five sons—took over Caproni's in 1948 after the restaurant had been run 13 years by Caproni's son-in-law following the founder's death some 17 years ago.

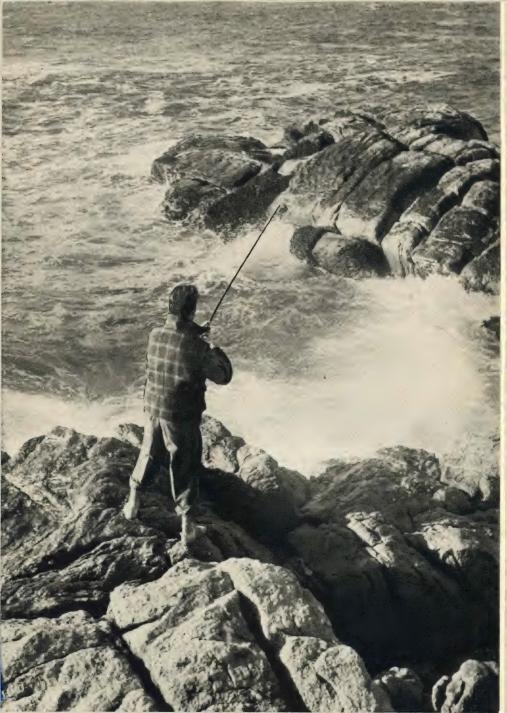
During the 69 years Caproni himself ran the restaurant, it grew so in popularity that several moves were made to larger quarters. Today, the restaurant, still famed for its Italian food, is at 610 Main Street.

Dishes featuring macaroni, spaghetti and egg noodles are heavy on the menu, which is only natural considering the fact that the Palazzolos operate a plant that produces millions of pounds of pasta yearly.

For spaghetti sauce, Palazzolo cooks at Caproni's use this recipe:

Grind together 10 oz. thin beef, 4 oz. veal, 6 oz. lean pork, 1 strip bacon, ½ cup parsley, 1 small stalk celery, 4 oz. fresh mushrooms, 1 large onion, 2 large cloves of garlic. Saute mixture in ½ cup butter and ½ cup olive oil until golden brown. Add 6-oz. can tomato paste and blend well. Add 2 cans No. 2½ Italian peeled tomatoes, 1 pinch ground allspice, 1 pinch oregano, 1 tablespoon salt and a teaspoon of pepper. Simmer slowly for at least two hours. Will make two quarts.





# Hot Spots

by VLAD EVANOFF

One of the most popular types of salt-water angling along both the Atlantic and Pacific coasts is surf fishing. The growth of this fascinating sport has been truly amazing in recent years.

Before World War II only small numbers of surf anglers haunted our long beaches trying their luck for the varied fishes which feed close to shore. Now these same anglers who formerly had the beaches to themselves rub elbows with newcomers to the sport from all over the country.

But our long coastlines still offer plenty of room for all, and when the fish are running everyone has a good chance of getting his share.

The New England coast has long been favored by surf anglers. And of all the spots, the Cape Cod area offers some of the best fishing, especially during the summer months. Here the man-made Cape Cod Canal, which is 500 feet wide and eight miles in length, cutting off the

Fishing spots such as Narragansett on Rhode Island's rugged coastline produce striped bass, flounder, bluefish and tautog. rest of the Cape from the mainland, attracts thousands of anglers each season.

Although originally built to provide a safer and shorter route for shipping between Boston and New York it has turned out to be an excellent fishing spot. Schools of big striped bass and smaller bluefish move through here and are taken by anglers during June, July and August.

The banks of both sides are lined with granite, and although the footing is somewhat bad, the angler can fish high and dry without using boots or waders unless he wants to wade out on one of the bars jutting out a few yards from shore. There are plenty of cabins, rooms and cottages for rent on both sides of the Canal and in Buzzards Bay.

Going out on the Cape itself the surf angler will find miles of beaches to fish for pollack, flounders, bluefish and the popular striped bass. Some big striped bass up to 50 pounds are taken here each season from June to September.

Because of the long beaches many
(continued on page 24)

23

surf anglers own "beach buggies" that are cars adapted to navigate the soft sand in search for spots where stripers or bluefish may be feeding.

Because the striped bass bite best early in the morning, at night or at dusk many surf anglers eat, sleep and practically live in beach buggies. But owners of Nash Airflyte cars with beds can always find plenty of hardsurfaced roads leading to the beaches where they can park overnight and catch the early morning fishing.

Some of the spots that produce

Long coastlines provide plenty of room for all who want to try surf angling.



good fishing are Race Point, Truro, Nauset, Chatham and Monomoy. There are plenty of cottages, hotels, cabins and rooms for rent in many parts of Cape Cod. Whole families vacation here with plenty of attractions for every member in the way of fishing, swimming, boating, playhouses and all the other activities generally found in resort areas.

Across the water from Cape Cod are the famed islands Cuttyhunk, Nantucket and Martha's Vineyard where you will find some of the best surf fishing along the Atlantic coast.

The world's record striped bass on rod and reel, a whopping 73 pounder, was taken off Cuttyhunk in 1913, and each year many stripers in the 40- and 50-pound classes are taken around these islands. They can be reached by ferry from Woods Hole on Cape Cod or New Bedford, Mass.

There is a striped bass derby on the island of Martha's Vineyard each fall from September 15 to October 15 with many prizes for big fish in merchandise and a top prize

of a \$1,000 savings bond.

In Rhode Island, tautog or blackfish, pollack, flounders, weakfish, bluefish and striped bass are caught by surf anglers. The rocky coastline from Narragansett Pier to Point Judith produces many fish. Along the south shore from Point Judith to Watch Hill is a sandy beach. And the favorite spots here are Matunuck Beach, Charlestown Beach, Quonochontaug and Weekapaug.

Our final stop is Montauk Point, N.Y., which is the easterly tip of Long Island jutting out into the Atlantic Ocean. The breathtaking view of the ocean, the cooling breezes during the hot, humid summer months and the fine fishing not only from the surf but from the boats that leave here daily make this a favorite all-around playground.

You can charter a boat from which you may catch tuna, sword-fish, white marlin, dolphin, mako shark, bluefish, albacore or bonito. Or you can spend a few dollars for an open party boat and catch such fish as tautog, porgy, sea bass, cod, pollack and other bottom fish.

Surf fishing here is fair during the summer months if you go out in the early morning or at night. But right after Labor Day it really picks up, and the migrating striped bass, bluefish and weakfish make this a surf

angler's paradise.

These migrations last well into November and it is a never-to-beforgotten sight to see the schools of fish breaking water, gulls screaming and the fast action that takes place if the fish move into shore within casting distance.

There are accommodations at Montauk Village in the way of hotels, cabins, rooms and even a campsite at Hither Hills State Park where you can pitch your own tent right near the surf. Visits here are usually limited to two weeks and you have to bring your own tents and camping equipment.

Many inland anglers are trying surf fishing for the first time and finding it to their liking. But to really give it a fair trial and stand the best chance of getting fish, the fisherman should spend a week or more at a surf fishing spot. It takes a little time to get oriented and to wait out the fish that may not be running the first day or two that you arrive.

A 25-pound striper is beached at Martha's Vineyard Island off Massachusetts.

# HELPFUL

If you have a favorite way of performing some ordinary household task, or have discovered a short-cut in the performance of some chore, send it along. Nash Airflyte Magazine will pay five dollars for each contribution published. None will be returned. Address all contributions to Nash Airflyte Magazine, 431 Howard St., Detroit 31, Mich.

A plastic car-window scraper works fine to get those little bits of food off pots and pans. It lasts forever and doesn't scratch a shiny surface.

> Miss Janet Hanson Muskegon, Mich.

You can save time when ripping or taking out seams if you use a pair of tweezers instead of pulling thread with fingers.

Mrs. Leo P. Korpal Arcadia, Wis.



To keep your pressure cooker clean, whenever you wash it make sure that the vent tube is clean by using a pipe cleaner in it. Wipe the inside of the cover of the cooker but do not immerse it in water.

F. L. Payleitner Kenosha, Wis.

Metal typewriter ribbon cans, when emptied of their original contents, make excellent portable ashtrays that can be easily tucked into a suitcase or overnight bag. Easily and tightly closed, they can be used and then put away for emptying at a more convenient time.

Jim Norland Clovis, N.M.

To remove from your furniture white spots caused by water, rub the spots with a bit of cotton moistened with spirits of camphor. The camphor will restore the color and then you may rub the entire surface with furniture polish and it will look like new.

Miss Donna Benefield Gadsden, Ala.

#### FROMNASHOWNERS

If your white shoes need a new coat of polish and you discover the polish bottle is empty, try using milk. Dab it on like you would polish, let dry, then shine. It leaves a finish almost as good as real polish.

Miss Ilene Groot
Woods Cross, Utah

Try putting your spices for soups and preserves into a tea ball instead of tying them in a cheesecloth bag.

> Mrs. E. F. Fox Dickinson, N. Dak.

Apply a thin coating of your cooking oil to leaves of ivy, philodendron or other smooth-leafed plants. Brings out the rich green color and sheen.

> Mrs. James J. Dougherty Bristol, Tenn.



To select a tender chicken every time, I make certain that the flesh is firm and the breast bone is pliable but not broken.

> Mrs. Glen Miller Canton, Ohio



WHY NOT GO
CONTINENTAL?

Not only is the Nash Rambler Continental Rear Tire Mount smart and distinctive in appearance . . . It is an accessory that combines for your Rambler — Convertible or Country Club — sophistication with practicability. For this new Nash Accessory makes possible additional luggage space. Hinged at the bottom, the Tire Mount is easily tilted outward to provide access to the trunk compartment. It's smart . . . AND practical.



Share your smile with Nash Airflyte readers and be richer by five dollars. Nash Airflyte pays five dollars for each Smile Along the Road contributed by a reader and selected for publication. All contributions become the property of Nash Airflyte and none will be returned. Send your contribution along to Nash Airflyte Magazine, 431 Howard St., Detroit 31, Michigan.

#### TAKE YOUR CHOICE

Signs on the Outerbridge Crossing, which connects Perth Amboy with Staten Island, command the motorist:

In Event of Bomb Attack, Do Not Stop.

Drive Off Bridge.

George F. Bullock

Metuchen, N.J.

#### **IMPATIENT**

Sign on a phone booth wall at a West Coast naval base:

Kindly Limit Your Calls
To Four Girls.

Miss Frances M. Lee Lynwood, Calif.

#### BUSY

Sign seen on trash collecting truck in Indianapolis:

Our Business is Picking Up.

W. F. Keeler
Indianavolis, Ind.



NO STOPPING AT ANY TIME

#### MAKE UP YOUR MIND

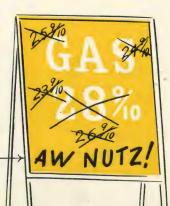
These two signs appear together on the corner of 28th Street and Woodland Avenue in Louisville, Ky.:

— C. J. Thompson, Jr.
Louisville, Ky.

#### DEFLATION

During a gasoline war, I came upon this sign outside a Bellwood, Pa., gas station:

Henry Cassada Duncansville, Pa.



We don't have Television-BUT We have fights EVERY NIGHT

#### IN PERSON

I saw this sign in the window of a tavern in Scranton, Pa.:

We Don't Have Television,
But We Have Fights Every Night.

Miss R. P. Kurtz

Olyphant, Pa.

#### JUST LIKE DAT

In Elgin, Ill., a commercial display firm has this sign painted on its truck:

We Don't Work.

We Display.

Mrs. Stanley Schneider

Elain, Ill.



#### FEEL AT HOME

Sign on a restaurant in Lovell, Wy. Rev. W. S. Ickler Kimball, Nebr.



#### **BODY AND SOLE?**

A shoe store in Oklahoma City uses this advertising slogan and window sign:

"I Wish You Were in My Shoes!"
Dr. L. M. Doss
Oklahoma City, Okla.



#### For Added Beauty

Nash Custom Seat Covers—made of washable nylon fabrics, plastic or colorfast fibres—not only will protect the upholstery of your car... they will add to the beauty of the car's interior. Custom tailored—the covers are designed to fit either solid or split front seat backs. Get yours today.

Are you "just itching" to get going on that week-end trip or summer junket you've been dreaming about all winter?

THANCES are you're all packed . . . have the fishing gear in good order . . . arranged for somebody to feed the dog . . . and are just waiting to take off.

But wait a minute. What about your car? Is it ready to give you happy motoring?

Take a look at the poster on the opposite page. Note the items you should have checked to get your car in tip-top shape for traveling.

These are maintenance services our Service Department can provide you by men best qualified to judge the condition of your car. A check-up is your guarantee that your car is in perfect shape for the busy summer driving months.

### BE SURE YOUR CAR HAS BEEN PROPERLY SERVICED BEFORE YOU START THAT TRIP!

Let us help you Enjoy Yourself



### H's Vacation Time Again...

TIME TO CONDITION YOUR CAR WITH OUR VACATION SERVICE SPECIAL

- Lubrication Engine Tune-up Oil Change
- Brake Inspection Tire Inspection Wash and Polish

Light, Horn and Windshield Wiper Inspection



THE WORLD'S
OST MODERN SERVICE

U. S. POSTAGE
PAID
DETROIT, MICH.
Permit No. 5548

Howard E Kilborn 906 Bauman Ave Austin Minn



Your Airflyte vacation will literally be on wings of song if you take time to be sure of your car before you start your trip. You'll go singing on your way after your car is inspected and serviced by our experienced personnel. For a happy, safe vacation . . . come in and let us service your car.

#### ENSTAD NASH, INC.

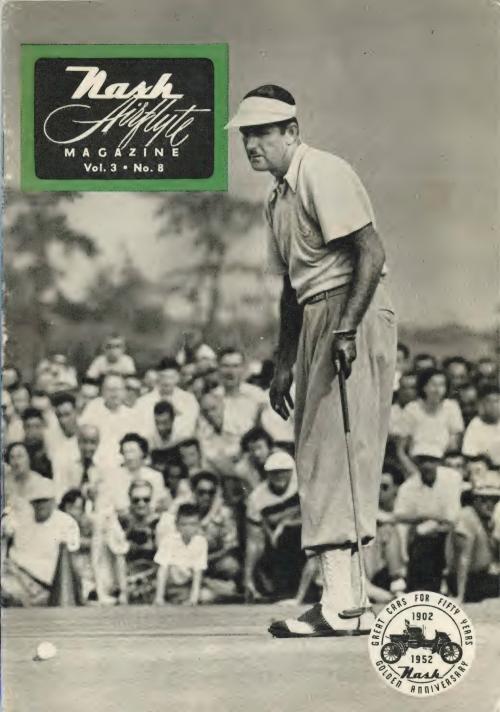
1327 Oakland Ave., W.

Austin, Minn.

Phone 9639.

More For Your Cash at Enstad Nash

14-5







VOL. 3



NO. 8

Editorial Offices
431 Howard St., Detroit 31, Mich.

Published by and distributed with the compliments of your Nash Dealer

COPYRIGHT 1952 • NASH MOTORS
DIVISION OF NASH-KELVINATOR CORP.

#### FEATURED IN THIS ISSUE

"Money-Man" Mangrum	Page 4
By The Dawn's Early Light	Page 8
Who's Who Among Nash Owners	.Page 11
Smoke-Jumpers Are Rugged!	Page 12
Have Fun In The Sun	Page 15
The Old Covered Bridge	Page 18
New Hampshire Craftsman's Fair	. Page 20
For Honeymooners Only	Page 23
Helpful Hints	Page 26

Golf's biggest money winner, Lloyd Mangrum (with towel around his neck), and international star Bobby Locke (in knickers), the South African par-buster, attract a huge gallery during the All-American Open at Chicago's Tam O'Shanter Country Club. (See story beginning on page 4 and cover.)

Smiles Along The Road Page 28



# Mangrum

by MARSHALL DANN
Golf Authority, The Detroit Free Press

How would you like to play golf for a living—and get paid at a rate of \$3.58 a stroke?

That's what Lloyd Mangrum drew from the tournament cashiers last year. In tournament play alone since 1946, the dapper sharp-shooter has collected a neat \$132,641.26 to lead the nation's professional golfers. Trailing him are Sam Snead, Ben Hogan, Jimmy Demaret, Cary Middlecoff and Jim Ferrier.

But Lloyd served a stern and cruel apprenticeship. He became a golfing "gypsy" in 1937 and it was not until 1940 that the clean-cut Texan scored his first major tournament triumph. But in those mean, lean years, Lloyd perfected his trade. Last year he turned in 104 competitive rounds of golf at an average of 70.05 strokes per round to win the Vardon Trophy and a budget-balancing \$26,088.83.

An ex-GI, Lloyd once were four battle stars and two Purple Hearts, (continued on page 6)



Mangrum's game is a near-perfect blending of power and precision. He tops it offwith a putting wizardry second to none. (continued from page 5)

the latter for twice having been wounded while scouting for a reconnaissance unit in Europe. But the bullets didn't come as close to threatening his career as did a jeep accident that injured his arm so severely it was thought he might never play golf again. It is to those war-time injuries that Lloyd attributes his staunch nerves. He says: "I just don't seem to worry about things any more."

Golfers usually win recognition for one of two reasons: Their style or their titles. Mangrum will be long remembered for both. He is one of the game's stylists, a smooth performer noted for crisp irons and precision putting. And he bears the stamp of champion, for among his 33 major victories is a National Open crown, biggest championship of all.

Along with all these qualifications, Mangrum probably comes close to fitting Hollywood's version of what a pro golfer should look like. With his deep tan, pleasant Texas drawl, jaunty mustache, dapper dress and an ever-present cigaret dangling



from his lips, this slender six-footer somewhat resembles a swashbuckling movie hero.

Mangrum has the coolness to match. For instance, in the St. Paul Open last summer he came through a really tight spot. An unknown caller-a crook or a crank-awoke Mangrum in his hotel room the night before the final round with this telephoned threat:

"Don't win the St. Paul Open or you won't get out alive."

Mangrum was in first place, so a strange new pressure fell upon him. A police guard escorted him around the course throughout the last day. If it was gamblers, they meant business. So did Lloyd, He coolly stroked his way to the St. Paul title and calmly headed on his way.

Incidentally, the overseas trip in khaki launched Mangrum on an international career. In 1945 he won an Army tournament at St. Cloud, France, and a GI championship at Biarritz, France. As a civilian he added titles in the 1946 Argentina Open, 1951 Philippines Open, and late this spring in the 1952 Mexican Open. He also has played on three U.S. Ryder Cup teams and won all his single matches against the British.

But even better than being a star internationalist is being a world champion. That's what Mangrum became in 1948 when he celebrated the most financially rewarding week ever enjoyed by a pro golfer.

It was at George May's gold-lined Tam O'Shanter show in Chicago.

Nash Owner Mangrum slips behind the wheel of his Ambassador . . . a car that matches his top style and performance.

and Lloyd was playing over his home course. He first won the All-American Open Preliminary to pick up \$5,000 and then added the \$10,000 World Championship. On top of this there was a \$5,000 personal bonus from Boss May, another \$2,500 for twice breaking the course record, and for an extra flourish, the \$100 door prize—\$22,600 for the week's work!

Mangrum's current tie-up with May is unique in sports. No longer does he represent Tam O'Shanter, but instead is listed as playing pro for the George S. May Co. The engineering firm utilizes his personality in sales and promotion matters and a bonus from May follows each victory. The 37-year-old Mangrum is on as sound a financial footing as any present-day athlete in any branch of sports.

The way he got his name engraved on the big cup handed each year to the National Open champion is a Cinderella story from start to finish,

When the stars gathered at Cleveland's Canterbury layout in 1946, Lloyd was fresh from his Army stay on battlefields and in hospitals. He had played in only a handful of tournaments since 1942, and a score of others rated above him. Yet he came through in one of the most drawnout and dramatic of all Opens.

The regulation 72 holes found Mangrum knotted in a three-way tie with Byron Nelson and Vic Ghezzi. The first 18-hole playoff solved nothing, all three carding 72s. So they went around again, with Mangrum barely saving himself several times—once with a 75-foot putt. But he began to fall behind



The nerve-wracking strain of a three-way, 36-hole play-off shows on Mangrum's face as his wife cheers his Open victory.

as they went into the last six holes.

Then came a crashing thunder storm. The flashing skies and rolling thunder may have reminded him of those awful days of combat that were not so far behind him. Somehow, the storm seemed to break his tenseness. Against the brilliant Nelson and the capable Ghezzi, Lloyd began to turn on the pressure. He finally pulled even—and then he had it, by a single stroke.

He was National Open Champion—the name of Lloyd Mangrum would go down forever in the annals of the great game of golf.

## By the dawn't





Monument depicts Key's return from ship in harbor where he was held by British.

# early light #

Every Patriotic American is Thrilled by Francis Scott Key's "Sunrise Song"

One hundred and thirty-eight years ago, a momentous page was written in the history of the United States of America. At about seven o'clock on the morning of September 14, 1814, the British, outmaneuvered, outfought and discouraged with the progress of their invasion of the United States, ceased firing on Fort McHenry and began to withdraw their warships from Baltimore Harbor after 25 hours of steady bombardment.

On that same morning, soon after the break of dawn, a young patriot named Francis Scott Key caught a glimpse of his country's flag still bravely flying over the beleaguered Fort and hurriedly wrote the first lines of "The Star-Spangled Banner" on an envelope. Key had witnessed the bombardment of Fort McHenry from a ship about three miles out in the harbor where he and his companions were detained by British marines. Armed with a letter from President Madison, Key had gone to the British to ask for the release of his friend, Dr. William Beanes, who had been taken into custody by the British because he arrested three army stragglers for disturbing the peace following the assault on Washington three weeks earlier.

The British commander had agreed to release Dr. Beanes but refused to permit any of the Americans to return to land until the action against Fort McHenry was carried out. The Americans were placed on

(continued on page 10)

Aerial view of Fort McHenry, inspiration for Key's poem, Star-Spangled Banner.



(continued from page 9)

their own ship and it was from that point that Key watched with grave misgivings the dramatic battle that was to shape the course of world events for years to come.

Key realized the seriousness of the situation. Fort McHenry was the last eastern military stronghold defending his country. Washington had already been captured and burned. A strong contingent of British Regulars had defeated the Americans at North Point and was poised to strike the main defenses of Baltimore if the action against the Fort was successful.

Early on the morning of the 14th, a furious but futile battle had been waged against the rear defenses of Fort McHenry. Key knew that his country would quickly fall into the hands of the enemy if the Fort fell, and it is easy to understand the climactic inspiration that gave birth

to his writing "The Star-Spangled Banner" when he saw the flag still flying over the Fort.

Francis Scott Key, a native of Frederick County, Md., was born August 1, 1779. When Key was nine years of age, General George Washington took the oath of office and became the first President of the United States, Previous to that historic event, Key's Grandfather Ross had entertained Washington in his home and his father had marched to Boston with the famous leader at the outbreak of the Revolutionary War. These exciting family experiences had given Key a rich appreciation of the traditions of his country and inspired him to write the song which more than a century later, March 3, 1931, was officially designated the national anthem by an Act of Congress.

Key was a lawyer by profession and continued to serve his country throughout his life. He died on January 11, 1848, while visiting his eldest daughter in Baltimore and is buried in Mount Olivet Cemetery, Frederick, Md.

Mary Young Pickersgill made the 30 x 42 foot flag of Fort McHenry fame. The tattered remains of the original Star-Spangled Banner may be seen in the United States National Museum in Washington.

"The Star-Spangled Banner" is a song of inspiration and hope. It is a sunrise song that thrills the heart of every patriotic American and shall live forever as a symbol of liberty and freedom.



Day and night, Old Glory waves over grave of Key in Frederick, Md., cemetery.



#### FROM AMATEUR TO PROFESSIONAL

When Mrs. Katherine Eubanks visited the Pavilion of Flowers at the 1939 San Francisco World's Fair, she was completely intrigued with the flower arrangements. She had been an ardent gardener for years, but she recalls, "I couldn't make my cut flowers look like theirs."

About that time a class in flower arrangements was offered to adults by the junior college in Santa Rosa, Calif., where she then was living. And Mrs. Eubanks was one of the first to enroll.

Later she moved to Larkspur, Calif., where she enrolled in classes at the high school. Invited to exhibit in a flower show, she won several awards. She continued to study, and one Christmas her family gave her tuition to a flower arrangement and designing school.

Mrs. Eubanks became a professional when she sold some of her creations to a florist.

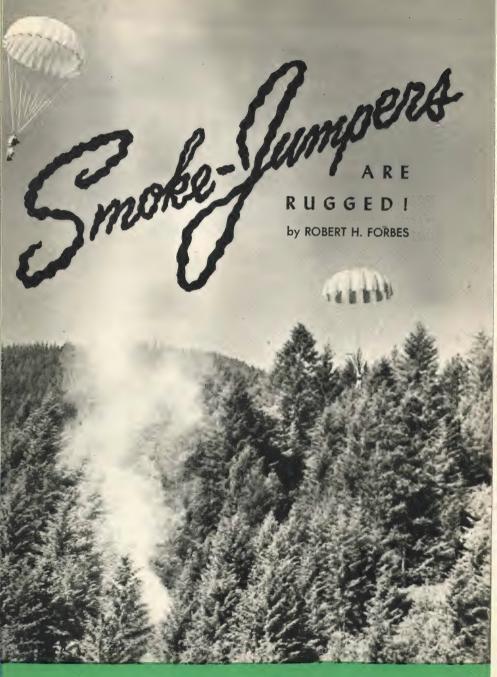
"My fun was over," she says. "But not for long. I went back to the florist who had bought my arrangements and asked for a job." She was hired, and as she puts it, "I was in my glory with a new field to explore." Encouraged by her family and friends, Mrs. Eubanks decided to start a small decorating business, working from her home.

"One of my first customers was the Nash dealer in San Rafael. Each week I would load my car with flowers and foliages and decorate the show rooms. Seeing the Nash Rambler Station Wagon there each time was a temptation. I knew it was just what I needed. It was low, therefore easy to load and unload; small and light, therefore easy to pack and handle.

"I wasn't wrong, for now I'm the happy owner of a Rambler."

Finally Mrs. Eubanks' business outgrew her home. So a year ago she opened her own florist shop.

"The hours are early and long," she says, "but I love every minute of it. And as long as my husband and 18-year-old son are tolerant with me and overlook the lack of routine, I expect to be in business for a long time."



Smoke-jumpers, with 27-foot standard slotted parachute, descend to forest fire.

Out in the Cascade and Rocky mountains, several hundred young men are now going through a routine of training that would send many a highly touted college athlete straight to bed. No matter what kind of work these Forest Service smokejumper candidates may have been doing, the chances are 100 to 1 that muscles invaluable to parachuting and hard work fighting forest fires were neglected.

"Intensive training is an essential part of our work each summer, even for old hands with a 'chute,'" says Earl Cooley, smoke-jumper foreman at Missoula. Mont.

Then, too, each summer there is a new crop of fellows to get in shape and teach the fine points of their hazardous calling. So training grounds have been set up at four smoke-jumper bases in the West—near Cave Junction, Ore.; Winthrop, Wash.; McCall, Idaho; and Missoula, Mont.—for use when the smoke-jumpers flock in.

Its most important feature is an overgrown playground full of body-building aids—an eight-foot wall, such as city firemen scale in practice sessions; overhead ladders, along which trainees "run" with their hands; a set of hurdles and a group of tires on the ground so that men can run through them, zig-zagging alternate feet in the centers of widely spaced tires.

Particularly tough among these peppers-up for lazy muscles are two V-shaped troughs 10 feet long—one laid like the peak of a roof and the

High collar, football helmet, face mask, leg braces complete jumpers' uniform. other as if to carry a stream of water. These take a lot of cat-like agility to run over at full steam.

More stimulation is provided on a few-mile cross-country run over fallen trees, creeks, steep river banks and freshly plowed ground. At some training grounds, the run ends in an eight-foot leap from a high ramp.

Training for smoke-jumpers unfortunate enough to get "hung up" in trees is gained on a wire stretched 35 feet in the air. Boys practice letting themselves down from this with hitches of rope over their arms and bodies. A jumper's bulky clothing prevents hand-over-hand methods.

A tower and safety net give trainees lessons in how it feels to step out of an airplane into thin air

(continued on page 14)





Hand-over-hand rope climb is part of the ground phase of the toughening course.



Smoke-jumper digs trench (fire line) and quashes the flames with excavated dirt.

and get the tug of an opening parachute. A net of rubberized rope into which they jump gives practice in taking spills gracefully.

"Torture racks" strengthen leg and stomach muscles. Teams of smoke-jumpers play baseball, basketball, volley ball and other games all summer long.

All of this exertion, packed into a few weeks by so many boys, pays off in better and cheaper forest protection in the mountainous back country. Al Spaulding, Forest Service fire chief at Missoula, estimates, "Practically all of the lightning-set forest fires starting hereabouts have been controlled by jumpers before they reached 10 acres in size."

He also points to the great financial saving to taxpayers brought about by parachuting fire-fighters. "It used to be necessary to send out a good-sized expedition to battle fires starting far from a road," Spaulding says.

"There were tents, tools, rations and many other supplies to be packed for miles on the backs of from a dozen to half a hundred horses and mules. We used to recruit every man possible, too, so the expenses on a large fire often ran into hundreds of thousands of dollars.

"Using smoke-jumpers, the total area burned has been greatly reduced and costs cut as low as \$1,000 per fire."



"Torture racks" strengthenleg and stomach muscles of \$moke-jumper trainees.

#### HAVE FUN IN THE SUN; But Use Common Sense

This is the time of year when America almost overnight becomes practically a nation of sun worshippers. From coast to coast and border to border, thousands throughout the summer will offer their bodies to the warming touch of the sun. For there's nothing like a full day in fresh air and sunshine.

But remember—over-exposure to Mr. Sun is a grave mistake . . . a mistake that results in blistering burn, general misery, time lost from a job or ruined vacation days . . . a mistake that can result in damaged complexions and possible skin cancer if damaging over-exposure is repeated over a prolonged period.

There is no quick, easy road to a lasting, healthy tan. The fast way is the painful way, the dangerous way, and really does not give a good even tan. Too much exposure to the sun, without protection, is dangerous.

It's fun in the sun with safety, .



however, for those who use common sense . . . plus a reliable suntan lotion to prevent a burn.

Preparations today have been so improved that they actually shut out most of the burning rays, yet allow most of the healthful tanning rays to come through, a perfect balance for those of you who want protection plus a glamorous tan.

For a season of summertime pleasure, keep in mind these simple suggestions:

- 1. Apply suntan lotion evenly and all over before exposure. Make sure there is a protective film over the entire area of your skin.
- Take special care of the most exposed parts of your body . . . forehead, cheekbones, nose, chin, shoulders and backs of knees.
- 3. Reapply suntan lotion after swim. Apply it periodically if you perspire heavily.
- 4. Watch your timing. Take it easy. Watch out for overlong exposure, especially the first few times. No one can tan in one day.
- Use a lip pomade. This will help relieve your lips of fever sores, chapping and cracking resultant of exposure to the sun.
- Use sun glasses. The sun can seriously damage delicate eye tissue, can make eyes red and unattractive. Minimize these dangers with sun glasses.

# They bought it as a "Second" Car now they rate it



### Yes, among two-car families owning Ramblers, 4 out of 5 take the Rambler!

In a recent survey, 80% of two-car families owning Ramblers said they preferred the Rambler over the bigger, more expensive other car — rated the Rambler tops in performance — in handling ease — in economy and satisfaction!



Test-drive the Rambler on the roughest road you can find—see how Airflex suspension gives you big-car riding comfort!

We knew, when we introduced the Nash Rambler, that it would delight many thousands of car-wise owners—by its smart, swift styling, its "jack-rabbit" performance, its almost incredible ease of handling and parking—and, of course, by its up-to-30-miles-a-gallon economy, at average highway speed.

We knew no one could believe—before trying a ride—that a car with this compact wheelbase could give such big-car riding comfort on

rough road or smooth.

We knew that so much "extra" custom equipment, such as radio and Weather Eye Conditioned Air System, included in the price—would appeal to everyone's sense of value.

But frankly, even we were surprised at the amazing reception the Rambler got—and is still getting, as more and more folks discover the wonderful thrill of owning and driving America's smartest economy car! (Especially the re-

action of Rambler-owning two-car families, who overwhelmingly prefer driving the Rambler instead of their bigger, more expensive car!)

Your Nash Dealer is showing five new Rambler models. Be sure to see the glamorous "Country Club" Hardtop Convertible, and the versatile and vivacious Station Wagon. Make a date with him right now, for a demonstration of your favorite Rambler!



THE AMBASSADOR • THE STATESMAN
THE RAMBLER
The finest of our fifty years



il.05 miles per gallon! That's he amazing record set by a lambler with overdrive in the Mobilgas Economy Run.



Feel like relaxing? Touch a lever—the Rambler's new Reclining Seat (Optional) adjusts to four restful positions!



Two cars in one! It's a stunningly styled family sedan drop tailgate, Rambler Station Wagon is a heavy hauler!







#### \* \* \* \* \* The Old

The old covered bridge, weather-beaten symbol of a picturesque era now past, can still be seen throughout the countryside. Some of these bridges have lasted well over a century. On August 28-30, in Philippi, W. Va., a big celebration will mark the 100th birthday of the historic covered bridge (1) that spans the Tygart's Valley River. Built in 1852, it is the largest two-lane covered bridge in the United States and the only one carrying a Federal highway. Ohio, Pennsylvania and Oregon lead the nation in the number of covered bridges still in use. But Massachusetts is taking steps to repair or build new covered bridges such as Charlemont bridge (2), the first covered bridge built in Massachusetts in over half a century. Other New England









#### Covered Bridge

covered bridges include this Town Lattice-type bridge (3) at Arlington, Vt. In Bath, N. H., this 120-year-old span is still going strong. Comstock's Bridge (4) now stands in a public reservation near East Hampton, Conn. And here's a farm bridge (5) at Wilmington, Vt., used to get cows to pasture. The only flat-top covered bridge standing in New England is this one (6) at Dover, N. H. At Morgan, Vt., this bridge (7) is 1,450 feet above sea level. Popular with photographers is this private farm bridge (8) at Marshfield, Vt. This span (9) at Brattleboro, Vt., is being moved to Old Sturbridge Village in Massachusetts. In grandfather's day, covered bridges such as this one (10) near Rutland, Vt., were called "Kissin' Bridges."









The 19th annual Fair will be held this year August 5-9 at the Belknap Recreation Area at Gilford, in the heart of the New Hampshire lake district in the foothills of the White Mountains.

Here handcraft people from all over the state will gather to demonstrate their methods and to sell the pottery and silver, the hooked and braided rugs, the handwoven fabrics and handcarved wooden bowls on which they have been working throughout the winter.

Fifteen hundred craftsmen who consign through League channels, climax their year's activities at the Fair, which has become an increasingly important event in the 20 years of the League's existence.

Twenty thousand persons from every state in the Union, and even from abroad, visit the colorful event annually.

Everybody loves the Fair, since the craftsmen who ply their looms, hammer iron and work their potter's wheels, are flavorful folk.

Last year the state-sponsored, non-profit League did a \$100,000 business. Around \$18,000 of this business is done at the Fair, where the craftspeople set their own prices and receive all but one-fourth of the proceeds. This quarter return

is the League's commission for handling and marketing.

League consignors come from all walks of life, all kinds of backgrounds. Some are farming people, who whittle and knit through long winter evenings. Some are retired people, many of whom come to the state to live, there to find a new richness to life through the League program. Some are well-known artists who have chosen deliberately to live in New Hampshire because of its hospitality to craftspeople.

The League was established in 1932 during the administration of the late Ambassador John G. Winant, then governor. It is the brain-child of Mrs. J. Randolph Coolidge of Center Sandwich, a cousin of the Boston and Vermont Coolidges. Mrs. Coolidge for many years fostered a crafts outlet in her native town. Governor Winant

(continued on page 22)



A carver puts the finishing touches on a life-size wooden cocker spaniel form:



heard of its benefits for the townspeople and developed the plan on a state-wide basis.

The League now is a non-profit, state-authorized organization, with a small paid staff, countless volunteer helpers, a contributing membership, and, of course, its craftsmen, who are the chief beneficiaries of the program. The program includes classes in several centers where craftsmen may learn to perfect their techniques and develop originality; 13 home industries shops where goods are sold; and the climax of the year, The Craftsman's Fair.

The Fair is easy of access. It may be reached by Route 3, central artery through the state toward the White Mountains, leaving the highway on Route 11 at Laconia; one may also reach it by Route 28 out of Boston, turning left on Route 11 at Alton Bay. Signs are posted along the Fair route. Parking space is ample, and there is a host of tourist houses and cabins and summer hotels in the area.

The Fair is a "must" for the artist-craftsman; it is an exciting event for the consumer, who can find gifts and furnishings of all prices, and all periods and styles—from handcrafted pine furniture to baby gifts, from woven luncheon mats to jewelry. The tourist will find much to see, to admire and to carry home with him as visible and tangible evidence of a happy New Hampshire holiday.

In their basement studio, these potters prepare ceramics for Craftsman's Fair.





#### Fontana Village Provides Newly-weds Cottages for Two

A special street all their own, in a woodland setting, with the Great Smokies as a background, is the unique feature offered honeymooners at Fontana Village, N. C.

Called Honeymoon Row on Shuckstack Road, this street with the storybook name is lined on both sides with white-paneled cottages, exclusively for honeymoon occupancy. Each cottage has a bedroom, sitting room and bath.

While Fontana Village is the largest resort in the Great Smokies, it manages to achieve a world's end atmosphere that has made it the mecca of hundreds of honeymooners. It lies off the beaten track, at the

end of a nine-mile stretch of scenic highway that follows the course of Little Tennessee River. This does not mean, however, that the place is inaccessible. On the contrary, it is within 24 hours of more than half the nation's population!

Fontana Village was originally built in 1942 for the employes of the Fontana Dam project. When the dam was completed, three years later, most of the inhabitants left. Shortly after, Government Services Inc., a private corporation with offices in Washington, D. C., saw the possibilities of the place as a resort and began a redevelopment program. (continued on page 24)



Saddle horses are available to couples for moonlight rides and overnight packs.

As a result, more than 3,000,000 people from every state in the U.S., as well as residents from 54 foreign countries, have visited the Village since it was opened as a resort in 1946.

By the end of 1951, 500 couples, ranging in age from 16 to 80, had registered at the rentals office. Of the 280 furnished cottages in the Village, 20 are set aside exclusively for honeymooners.

A cottage for two, with house-keeping facilities, is \$8 a day. By the kind of arithmetic you learn at school, this would make a week's rental \$56. But they don't use this kind of arithmetic at Fontana Village. A week's rental comes to only \$43.

If you are lucky enough to spend a second week here, the daily rate is 50c cheaper than the daily rate for the first week. At the end of 14 days, the bill is only \$83, as against

\$112 by orthodox figuring.

Cottages are ultra modern in design. On the outside of some of the windows are flower-filled window boxes. Beyond can be seen the towering Smokies, shrouded in blue mist. Cottages are lighted and heated with electricity, have electric range and refrigerator, as well as a continuous supply of hot water. A daily supply of fresh towels supplements fresh bed linen. Every bed has a wool blanket. Since Fontana Village is at an altitude of 1,800 feet, blankets add to comfort, even in August.

All necessary cooking utensils are provided in housekeeping cottages, and pretty dishes are arranged in the cupboards. A fat pottery cookie jar may sit beside a flower pot with a growing plant on an open shelf. Furniture may be upholstered in rose, while draperies may be an attractive block pattern in blue, red and green.

Under the direction of a recreational director and a staff of host-esses, Fontana Village has a well-planned program of activities for everyone. The management is especially considerate of honeymooners, however, and has arranged a broad "twosome" program of outdoor diversions. These may range from the rugged sports of tennis and archery for the young honeymooners, to the less strenuous ones of horse-shoes and shuffleboard for those of more mellow years.

For those who like hiking, there are miles of picturesque, well-kept hiking trails that lead into the Smokies. In addition, there is the Appalachian Trail, world's longest marked path for foot travel. This

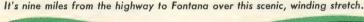
famous trail, which extends from Maine to Georgia, winds through the Village.

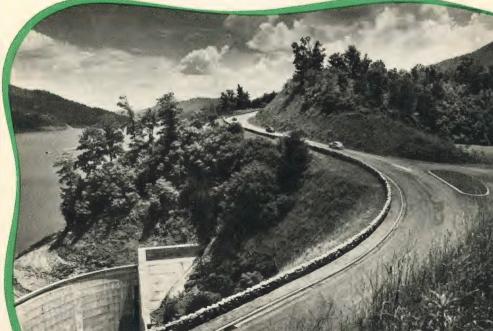
Saddle horses are available for moonlight rides and overnight packs into the mountains. The smooth surface of 30-mile Fontana Lake, two miles distant, lends itself to leisurely cruising, with the promise of steak fries and picnics for two on remote shores. This 400foot-deep body of water abounds in bass, perch, crappie and bream, and is said to provide the best trout fishing in eastern United States. Bass weighing eight and nine pounds are common sights on Fontana dock. A prize is offered the couple who catches the largest fish of the season.

You are always on the receiving end when you honeymoon at Fontana Village. Taking residence in Honeymoon Row automatically makes you a member of Honeymoon Club, said to be the only club of its kind among our country's resorts. When you honeymoon here, the Club keeps a record of your visit. Then, if you return for two successive years, you will be eligible for a fourth year's vacation free!

Truly, it pays to honeymoon at Fontana Village. If you consider going there, you can reach it from the north by way of Knoxville, Tenn., over U.S. 129; from the east through Nashville over U.S. 19, and then over 129; and if you motor from the south or west, you go to Murphy, N.C., over 19, thence to 129.

From there you take the nine-mile stretch of Fontana Highway, which leads to fun, romance and happiness.





An electric refrigerator can be used in candy making. Butter the ice cube tray and pour your fudge into it. The candy will harden almost immediately and there will be no cutting to do.

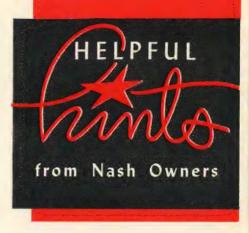
> Mrs. Nels Fjeldahl Plaza, N. Dak.

To give thread or cord a stiff tip for stringing beads, dip twisted end in clear nail polish. Let dry.

> Mrs. Byron Bowe Owatonna, Minn.

For an inexpensive shower gift you can make a package of a half dozen dust cloths, each one of a different shade—and tie them together with a bow.

Mrs. R. G. Abrahams Elmhurst, N. Y.



If your vegetable garden is near the walls of a shed or high fence, paint the surface white. More light and heat—will be reflected; more rapid growth will be the result.

Mrs. Eugene Chrisman Scottsbluff, Nebr.



If you have a favorite way of performing some ordinary household task, or have discovered a short-cut in the performance of some chore, send it along. Nash Airflyte Magazine will pay five dollars for each contribution published. None will be returned. Address all contributions to Nash Airflyte Magazine, 431 Howard Street, Detroit 31, Michigan.

Did you know that apple peelings will help clean your aluminum pots and pans? Just boil the apple peelings for a short time in your badly discolored aluminum pans and see how they will get bright again.

Mrs. C. E. Shelton Louisville, Ky.

Empty clothes hangers take up so much space in our closets that I have built another bar across the closet about 12 inches above the present bar. This keeps the hangers handy and yet out of the way when not in use.

William H. Segraves Marshall, Texas

Make a low fence for your flower beds from wire clothes hangers. Shape hangers into diamonds, straighten the hook and stick into the ground, each hanger overlapping slightly.

Mrs. Ernest Miller Lansing, Mich.



When washing woodwork, protect the wallpaper by holding an old auto license plate or piece of cardboard along the edge of the woodwork as you go along. This will protect paper from sudsy splashes.

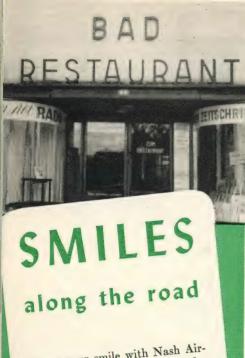
Leslie K. Schultz

Cicero, Ill.

An empty window-spray bottle, refilled with turpentine or kerosene, is useful in the home or shop. A few squirts will clean hands soiled with paint or grease.

Stan Bjorklund Loves Park, Ill.





Share your smile with Nash Airflyte readers and be richer by five dollars. Nash Airflyte pays five dollars for each Smile Along the Road contributed by a reader and selected for publication. All contributions become the property of Nash Airflyte and none will be returned. Send your contribution along to Nash Airflyte Magazine, 431 Howard Street, Detroit 31, Michigan.



#### ← HONEST

I spotted this sign in Basel while touring Switzerland last summer.

Julius A. Hachtmann Ventura, Calif.

#### DESERVED

Seen in Albany, Calif .:

VICTOR LAUNDRY

To the Victor belong your soils!

Mrs. Fred McHugh Trinity Center, Calif.

#### STUBBORN

While riding a Green Bay, Wis., bus, I noted this sign posted in the front of the vehicle:

Americans will go any place in the world

EXCEPT to the rear of a bus.

Fred M. Whitemarsh Antigo, Wis.

#### LOVE THOSE LOAFERS

Sidewalk sign at a book shop in French Quarter of New Orleans: We earn our living by the sweat of our customers' browse.

> Mrs. Louis de Stwolinska Fort Scott, Kans.

#### ← TOUGH ALL OVER

This sign is on one of the main streets of a prominent Florida city.

O. E. Smith Bradenton, Fla.

#### QUESTION

I saw this sign in Nova Scotia: IF you speed to an early grave, WHAT will you do with the time you save?

> Mrs. M. Adams New Haven, Conn.

#### LOGICAL

This sign was seen in a Missouri bakery window:

Cakes 66c—Upside Down Cakes 99c

Miss Barbara Patrick
Franklin, Mo.

#### SOUTHERN ECONOMY

This sign was seen near North Augusta, S. C.:

Try our easy payment plan.

100% DOWN

No future worries about payment.

Ben LeFevre
Louisville. Ga.

#### SIGN OF THE TIMES



Sign observed on a honeymoon car:

Until Draft Do Us Part!

Mrs. Neva Lacey
Vandalia, Mo.



#### NASH OPTOSHADE

Don't let eye-strain—caused from squinting into the sun's rays—spoil your vacation travels. The NASH OPTOSHADE—which fits permanently against the upper surface of the windshield—will screen out annoying glares. You'll find the OPTOSHADE—which is an optically-corrected light filter of special plexiglass—a "must" for your driving comfort. Get yours today.



– America's new family-style car.

# ACATION TIME is travel time!

### and vacation time is

### SERVICE time!

Be sure you have your care in tip-top condition before you start your week-end or vacation trip.

Let our trained Service Department personnel judge for you the condition of your car and provide for you—if necessary—the maintenance services listed below:

Lubrication

- Brake Inspection
- Engine Tune-up
- Tire Inspection

- Oil Change
- Wash and Polish
- Light, Horn and Windshield Wiper Inspection



Let US service YOUR car!

THE WORLD'S

SERVICE

U. S. POSTAGE
PAID
DETROIT, MICH.
Permit No. 5548

Howard E Kilborn 906 Bauman Ave Austin Minn

# As free as a bird!

There's money in your pocket . . .

a song in your heart . . . and all the cares of this busy old world are pushed aside as you start your summer trip. In short — you feel as free as a bird! But you won't relax very long if all's not well with your car.

Let us take care of that for you.

#### ENSTAD NASH, INC.

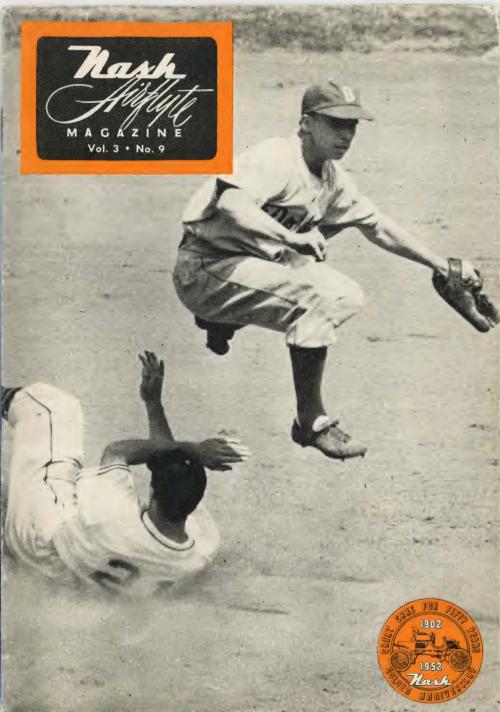
1327 Oakland Ave., W.

Austin, Minn.

Phone 9639

More For Your Cash at Enstad Nash

14-5



VOL. 3



NO. 9

Editorial Offices
431 Howard St., Detroit 31, Mich.

Published by and distributed with the compliments of your Nash Dealer

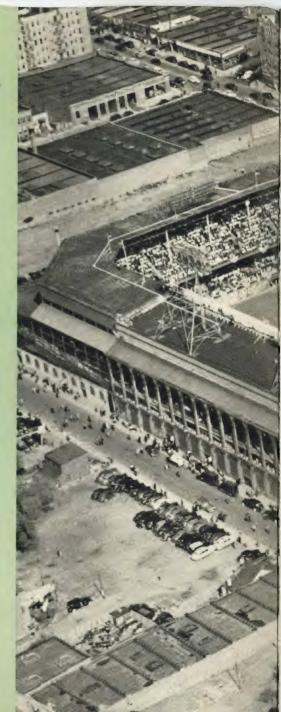
COPYRIGHT 1952 • NASH MOTORS DIVISION OF NASH-KELVINATOR CORP.

#### FEATURED IN THIS ISSUE

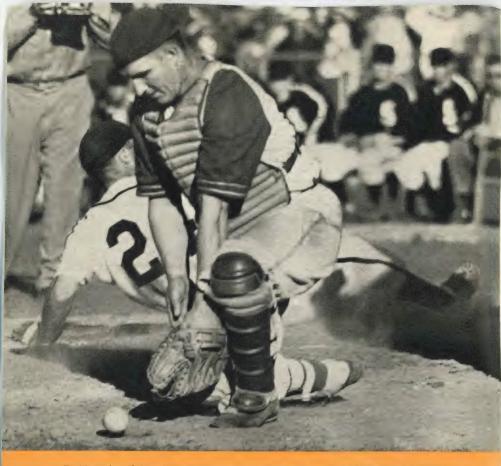
Sandlotter's Mecca	Page 4
Favorite Eating Places	Page 7
So You'd Like To Run A	
Motel?	Page 8
Fiesta of San Pedro	Page 11
"Royalty" Is Her Business	Page 14
Come To The Fair	Page 18
Sundae In Washington	Page 20
Open Air Golf Shop	Page 22
Nash Owners Forum	Page 25
Helpful Hints	Page 26
Smiles Along The Road	Page 28

#### \*\*\*\*\*\*

Peewee Reese, Dodger shortstop, is the gentleman leaping in the air on our cover to engineer a spectacular double play. Reese started on the road to diamond fame as a sandlot player in the American Baseball Congress. Beginning on page 4 is a story about the mecca of all sandlotters—ABC's "Amateur World Series," which this year will be played Sept. 21-23 in Battle Creek, Mich. When the amateurs get through, the Big League champions will fight it out in October in the World Series, an event that amateur and professional player alike dream of taking part in. Twice in the past five years thousands of fans have jammed Brooklyn's Ebbets Field (shown here) to watch the Yankees trim the Dodgers in the World Series. The Big City neighbors are eyeing each other again.







Exciting plays (above) mark Amateur World Series games. Only two-time national championship winner is Sutherland Paper Company of Kalamazoo, Mich., (below).



## Sandlotter's Mecca 2,500 Baseball Teams Seek

Amateur World Series Bids
by GEORGE PUSCAS, The Detroit Free Press

One would never have thought back in the hungry days of the early 1930s that here was the beginning of a new richness.

Yet, a worried band of recreation people, convening in Atlantic City, planted then the seeds of one of the United States' fastest growing amateur athletic circuits,

It is the American Baseball Congress, which now has grown to some 2,500 teams boasting more than 45,000 players and which continues to amaze its founders by frog-like leaps in size. On Sept. 21, 22, 23, the best of these teams will fight it out for top honors in Battle Creek, Mich.

Perhaps a new Bob Feller is in the 1952 crop. ABC officials would not be surprised, for Feller as a 17year-old Iowa farm boy was among the first to pass through the ABC.

Other familiar names have followed him. Names like Virgil Trucks, Peewee Reese, Dixie Howell, Robin Roberts, Jim Busby, Dale Mitchell, George Kell, George Spencer, Gus Niarhos, Bubba Church, Harry Brecheen and Preacher Roe.

Out of the ABC, too, have come two of the major league's most heralded "bonus babies," Frank House, who received \$75,000 for signing with the Detroit Tigers, and Jerry Zimmerman, who 'picked up a similar sum from the Red Sox.

So great and rapid has been its expansion that no longer is it possible to meet one of the ABC's original aims—to bring the teams together in one giant showdown for the national amateur championship.

Instead, they will have to journey to Watertown, S. Dak., for the western series, Sept. 13-18, or Battle Creek Mich., for the eastern tournament, Sept. 13-20, in a sort of two-bracket elimination series. The winners then will be thrown together in a final, climactic battle, which has become known as the "Amateur World Series."

Even this plan will have to be revised soon, because of the ABC's continual growth. Next year, four elimination sites, instead of two, will be set up.

No one thought it would come to this. Not even a gray-haired gentleman named C. O. Brown, who is president of ABC.

"It's sort of a long-range breathlessness," Brown says. "It's difficult to keep up with it."

Brown attended the fateful meeting in Atlantic City 20 years ago and insists now that the ABC was born of necessity.

"There was quite a slump in baseball in the early 30s," he says. "Some of the men at the meeting discussed the idea of a national amateur organization to promote baseball, but, like everybody, we had no money."

That problem was solved in 1935 by a group with keen interest in

(continued on page 6)

baseball—the Athletic Institute, a group of sporting goods manufacturers. It provided a \$5,000 start.

"Since then," Brown chuckles, "we've had to keep moving or be

run over by ourselves."

Who plays in the ABC? Not every team, it's true, but any team that

plays a regular season.

"We give them a real title to shoot for—the National Amateur Championship—once they've completed their schedules," Brown says.

"We've also developed many services, which amateur teams don't normally have—team accident insurance, a film library, advice and help in league administration, baseball clinics, umpiring, coaching, scoring and things like that."

Brown will take no part in the argument over which part of the country plays better baseball.

"Our national championships have been well distributed," he says. "It has been won by Houston, Texas; Lynn, Mass.; St. Paul, Minn.; Oklahoma City; Linden, N. J., and Birmingham, Ala.

"Michigan has won it four times. But the Sutherland Paper Co. team of Kalamazoo is the only two-time

winner."

The ABC also has organized a junior championship, which is staged in mid-September in Niles, Mich. This has become pretty much the property of Detroit teams, winners in three of the last four tournaments.

Big city or small, though, it doesn't matter in the ABC. The defending champion among the seniors this year will be a group of college co-op students from a gold mine in Troy, Mont., who walked through the 1951 Amateur Series.

Cleveland's Bob Feller, at the age of 17, was among the first to pass through ABC to pro ball.



Meteoric is the best word to describe the sudden ascension of Chicago's London House to a position of preeminence on gourmets' "favorite eat-

ing place" lists.

Right after World War II, two brothers, Oscar and George Marienthal, had "an idea" for a superb, downtown restaurant that would feature the finest of American cuisine.

They chose the site of Fort Dearborn, Michigan Avenue and Wacker Drive at the Bridge, a landmark

that is world-famous.

Steaks, the thick, meaty, juicy kind, tenderly prepared on a huge copper-covered, open-hearth charcoal-broiler (you can select your own cut) are the specialty and delight of diners. The "Oscar Steak," for example, is a sirloin, cut like a filet and boasting a thickness of three delicious inches. Properly aged, it is done to a turned perfection and served with special London House garlic butter, Chef's Salad and other side gastronomical fillips.

Centered in the heart of Chicago's advertising row, London House is al-

ways populated by some of the nation's leading advertising men. Out of deference, the intimate tap and bar is called "The Huckster Room."

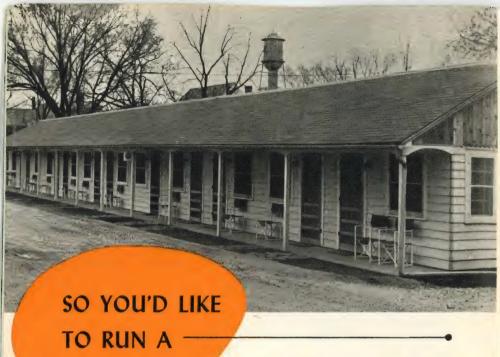
To the rear of the decorous and smartly styled main dining room is the restrained checkered-cloth-covered Coach Room, featuring murals of early England. This haunt was discovered early by columnists and stars of the theater, TV and radio.

The London House boasts its own bake-shop, from which such specialties as lush, creamy cheesecake and assorted pastries of merit emerge to tantalize the taste-buds.

TEN-INCH LONDON HOUSE

CHEESECAKE

Mix 14 oz. Baker's Cheese (or Philadelphia Cream Cheese and cottage cheese), 3 oz. sugar, 1 oz. flour, 6 egg yolks, ½ cup sour cream, ½ cup milk, vanilla or lemon flavor, pinch of salt. Beat egg whites stiff. Add 3 oz. sugar. Fold into first mixture. Pour into well-greased pan lined with mixture of crumbs, sugar, cinnamon and butter. Bake in water about 40 minutes at 450 degrees Fahrenheit.



MOTEL?

Read This Appraisal Before You Join 43,000 U.S. Competitors

by FRANK REICHSTEIN

Like the sailor who joined the Navy to see the world—through a porthole -the unwary who would buy a motel and "retire" may instead find himself just "tired."

If you've been hankering to buy a motel, you'll have company. You'll have 43,000 competitors, so be prepared for an interesting career. Better buy or build a good motel. Then if you think you can settle back in an easy chair and take it easy, you may find that someone has lined the seat pad with sandburs.

The vegetable hot seat may be the woman who irons her slacks on the plastic chair covering. It'll cost you \$10 to replace it, and you've taken

in \$8 for a unit's rental for a night. Or it may be the shifty-thrifty who talks you into accepting \$7 instead of a customary \$8 for a night's lodging, and then drives off with a \$2.50 bed sheet.

Do you think you can manage a smile for the next customer, knowing that the family in the north unit is spending its entire stay using the motel's washing machine and ironing board to get "presentable" for a hotel stop in the next town where such services come at a premium?

If you can shrug your shoulders after the rude midnight caller tells you that your rental is too high, calls vour units "shacks" without inspect-

(continued on page 10)



Night guests sometimes must be registered at 2 o'clock in the morning.



Frequent inspection of wiring is necessary. Owner usually makes repairs when needed.



Making beds with clean linens and keeping units spotless is a daily job.

Motel proprietors must be general handymen, often do own plumbing.



ing them; if you can be philosophical after reserving a room for a party who doesn't show up with your "No Vacancy" sign flashing late into the night, you may proceed to the more difficult problems.

Marlin Wenzel, Rockton, Ill., a veteran of one year in the motel business, figures it would take 12 to 15 units to earn a living. He built four, added six, and prefers to continue operating his gasoline station adjacent to his motor court where he can be of assistance to his wife who keeps the units spotless. Wenzel can repair leaky faucets and plane down ill-fitting doors. He is "night clerk" while his wife grabs muchneeded rest.

A "front porch" extends the length of the 10-unit motel run by the Wenzels.



More units than that would require extra help, figuring a maid can care for 10 units, and income doesn't permit that, Wenzel says. A day off is unthinkable during the peak season, which arrives with summer months when vacationists are heading north toward Wisconsin's fishing resorts.

Wenzel's motel sparkles as it must to compete with others. He has good furniture, pine-paneled rooms, sound-proofing, excellent beds, baggage racks, easy chairs, a table, metal wastepaper baskets, screens, ironing boards, telephone service, individual radios, modern, well-lighted bathrooms with showers, towels and cleaning tissue dispensers.

If you have no previous tourist court experience, it's wiser to buy than to build because it takes six to 18 months to establish yourself. eliminating costly errors. You also inherit a 20 to 60 per cent "repeat" business and possibly an already recognized high-standard court. Listing with AAA, Quality Courts United, United Motor Courts and other associations helps create better customers. You've got to be in business from three to six months before getting a listing. The AAA spends \$100,000 to inspect 20,000 courts. Inspection is free but approval signs cost \$100 a year. Uncleanliness is chief cause for rejection.

How much can you make? It depends upon the number of people you can accommodate, not the number of units. Latest figures reveal an expected profit of 29 cents on each invested dollar.

Is it worth it? Wenzel says, "You meet a lot of nice people."



by MARK McMILLIN

Of all the colorful and picturesque fiestas with which the West abounds, none is more spectacular than the San Pedro Fiesta, held annually to emphasize the city's renown as the largest commercial fishing port in the world, and to bless the boats and fishermen who from this port go down to the sea in ships.

The three-day event, to be held Friday, Saturday and Sunday, September 19-21, is celebrated just before the opening of the great winter fishing season, during which thousands of tons of ocean fish—sardines, salmon, barracuda, tuna, yellowtail, albacore, anchovies and mackerel are hauled into this great port city of Los Angeles.

During the Fiesta, the whole waterfront is agleam with colored lights. The streets are festooned with flags and bunting, and colorfully-decorated booths sell native food and prod-

(continued on page 12)

Gaily-decorated ships of San Pedro fishing fleet compete for Fiesta prizes.



ucts. Carnivals and fish fries are an everyday feature, and water taxis provide visitors with free circle-rides around the vast harbor to view the many installations and to inspect the U.S. fleet stationed there.

At noon on Sunday, a sea-air rescue by a U.S. Coast Guard helicopter always thrills the spectators. But the climax of the Fiesta is reached with the solemn blessing of the fleet by the archbishop, and more than a hundred fishing vessels parade majestically out to sea.

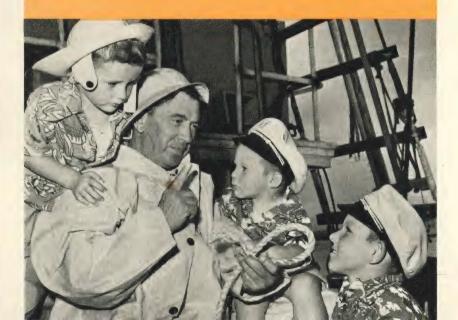
The ceremony of the blessing of the fleet is an old Portuguese custom, dating back five centuries ago when the Portuguese sea captains were among the most daring and renowned of the great Age of Discovery.

A high prelate of the Roman

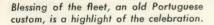
Catholic Church, standing in a high, bunting-draped pavilion, blesses with holy water the long line of colorfully-decorated fishing boats as they pass slowly out to sea. After the blessing, solemn prayer is offered for all the brave San Pedro fishermen who have died in storms and high seas while plying their hazardous trade.

Preceding the ceremony, Solemn High Mass is celebrated in Mary Star of the Sea Church on the water-front, where most of the commercial fishermen worship while in port. While on sea, most of them recite their daily prayers at tiny shrines erected on the ships. After the fleet is blessed and the male chorus has sung the last hymn, the fleet parades past the docks, pulls out of Fishermen's Slip and converges into the

An old salt teaches three young crew-members intricacies of tying a slipknot.









More than 400 pretty girls such as these compete for title of Festival Skipperette.

main channel of Los Angeles harbor.

Other events of the colorful Fiesta include a three-day carnival, parades, navy ship inspection, huge street dances with the participants in carnival costume, and the crowning of the Skipperette-the girl adjudged the most beautiful in the harbor city. The Fiesta also honors California's governor, who presides over the festivities and reviews the old-world pageantry from a speciallyassigned boat that serves as the official reviewing-stand in the harbor channel. Other special guests include city and Federal officials, military officers and foreign consuls.

More than 100,000 persons come from all over the country every year to witness this ancient ceremony, which reoccurs down through the ages of history. And indeed the harbor of San Pedro has an interesting history itself, dating back to the days of the Spanish and Portuguese explorers. Since that time, the harbor

has been constantly improved, at a cost of more than \$100,000,000.

Other nearby points of interest include historic Point Fermin Lighthouse, located in 27-acre Point Fermin Park; the Old Banning House on the Phineas Banning estate; Drumm Barracks, built in 1861 as a supply depot for the U.S. Army of the Southwest; Terminal Island, half man-made on a sand spit formerly called Rattlesnake Bar; and Japanese Village, home of the local fishermen where visitors may hear the babble of many tongues on the crowded streets.

Here, too, are located the interesting fish canneries, open to visitors, and Fish Harbor, where each day hundreds of fishermen put out to sea, returning days or weeks later, their vessels loaded almost gunwales down. For San Pedro is a thriving ocean port, and the fishermen who live there look upon the sea as a home away from home.

# "Royalty" is per business

Miss Lenora Slaughter Created the Dignified Miss America Pageant



American Beauties—53 of them—will descend on Atlantic City, N. J., Labor Day to vie in a week of competition for the coveted Miss America title and the rich rewards that go with it.

From 46 states, Hawaii, Puerto Rico, New York City, Philadelphia, the District of Columbia and the Dominion of Canada, the fairest and most talented girls of North America will seek the Miss America crown and try for scholarship awards totaling \$26,000.

The scholarship fund, incidentally, is made possible by Nash Motors of Detroit and Joseph Bancroft & Sons Co., Wilmington, Del.

Pageant festivities officially get under way Tuesday afternoon, Sept. 2, when the contestants—each riding in a Rambler—parade behind snappy bands and beautifully decorated floats down Atlantic City's famed eight-



mile boardwalk. Then follows a week of gruelling contests climaxed Saturday night, Sept. 6, with the naming of Miss America before some 30,000 Pageant patrons.

One of those responsible for the successful staging of the national finals is Miss Lenora Slaughter, Pageant executive director. For the past six months, Miss Slaughter has put 15,000 miles on her Ambassador, attending state final contests and organizing new contests among civic leaders in communities from Maine to Florida.

In 1935, she was borrowed by Atlantic City from the St. Petersburg, Fla., Chamber of Commerce to assist in staging a new type of pageant. In 1936, she became a permanent member of the Pageant's staff as associate director.

In 1942, Miss Slaughter was named executive director of the Pageant and took over the management of the contests throughout the land. Her first job was to eliminate private promoters and commercial organizations from directing contests.

By 1945, the country was pretty well organized in the interest of dignified promotions by civic leaders. However, through Miss Slaughter's national contacts, she realized the purpose of the Pageant was constructive for communities but not as beneficial to American girls as it should be.

Therefore, she conceived the idea of awarding educational scholarships to talented American girls instead of mythical screen tests and Hollywood contracts. She was convinced that only through advanced training, provided by scholarship monies, could a talented young American woman hope to attain success in the career of her choice.

She, therefore, raised a \$5,000 scholarship to be awarded the winner of the 1945 Miss America Title. Overnight the tone of the Pageant changed, and American girls became seriously interested.

The Miss America Pageant Scholarship Foundation was increased from \$5,000 to \$26,000 in 1946, and 16 national finalists became scholarship recipients of at least \$1,000.

In 1947, community and state contest directors recognized the value of a scholarship program in connection with their own contests. The scholar-

ship program grew by leaps and bounds, and today scholarships amounting to more than \$100,000 are given American girls who compete in community and state contests, many of whom never reach the National Finals.

Miss Slaughter was married in 1948 to B. H. Frapart, business manager of the Miss America Pageant. Mr. Frapart handles all of Miss America's activities, produces the magnificent Boardwalk Parade and attends to the innumerable financial details necessary in the promotion of a Pageant that has become big business today. These two people live the Pageant. It is not a job with them, but their life's work.

## Program of Events Miss America Pageant

September 1-7, 1952—Atlantic City

Tuesday, Sept. 2—American Beauty Boardwalk Parade, 3 p.m.

Wednesday, Sept. 3—Preliminary Contest, Convention Hall, 8:30 p.m.

Thursday, Sept. 4—Second Preliminary Contest, Convention Hall, 8:30 p.m.

Friday, Sept. 5—Third Preliminary Contest, Convention Hall, 8:30 p.m.

Saturday, Sept. 6—Final Contest and Official Crowning of "Miss America, 1953," Convention Hall Auditorium, 8 p.m.



## How Many of these Famous Na



1. Top Money Golfer



2. Famous Hollywood & TV star



3. It's the Scooter!



7. Time Magazine Cover Girl



8. Champion race track driver



9. On the Screen "Joe Palooka"



13. World-famous Engineer and Inventor



14. "Pops" Himself



15. National Association of Stock Car Automobile Racing President

## ash Owners Can You Identify?



4. No. 1 Sports Announcer



5. Miss America, 1952



6. Master of the "Masters"



10. Famous New York Sportsman



11. Connecticut Yankee



12. His Voice is his Fortune

#### These ... and Thousands more ...

of distinguished Americans have this past year made Nash their personal car.

Now as never before that total is growing, with the introduction of The Golden Airflytes of 1952, the most beautiful and exciting cars of our time.

We shall continue to build for such a distinguished clientele cars they will be proud to own, proud to drive, proud to recommend.

#### Nask Matars Division Nash-Kelvinster Corporation, Detroit, Michigan

- 1. Lloyd Mangrum
- Arlene Francis
- Phil Rizzuto
- 4. Bill Stern 5. Miss Hutchins of Utah
- 6 Sam Snead
- 7. Barbara Bel Geddes

- 8. Herschel Buchanan 9. Joe Kirkwood, Jr. 10. Col. Eddie Eagan
- 11. Rudy Vallee 12. Earl Wrightson 13. Buckminster Fuller
- 14. Paul Whiteman 15. Bill France



Ask your Nash Dealer to show you this "Who's Who" of thousands of other famous Nash owners.







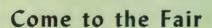
### \*\*\*\*\*\* HI! HO!

Fair Week! What a variety of sounds, smells and sentiment those magic words invoke . . . enticing the American family to come to the fair. And from now until late fall, thousands will converge on the community, county and state fairs that literally blanket the land. The Midway (1) is the fun area where the merry-go-round (2) still reigns supreme for the very young and where the freak shows (3) awe the entire family. Even the small-









est fairs have sulky races (4). But a fair is much more than entertainment. There are those blue ribbons (5) to be won by prize cattle (6), perfect ears of corn (7), home economics and hobby exhibits (8) and weight-pulling contests (9). And for inspection but not for sale is the latest in farm machinery (10). Yes, the fair still belongs to the farmer and his family—the people who feed America—the people who created Fair Week.











by JAMES L. HARTE

Jovial Eric Weile shows pretty customer how he creates famed artistic sundaes.

Baltimore milkman Jacob Fussell, in 1851, discovered that ice cream could be made in quantity. He soon had the city ice cream crazy, and today all America owes him a vote of thanks. A second token of appreciation is due the nameless pharmacy clerk of Ithaca, N. Y., who, in 1897, 46 years after Fussell's innovation, poured some syrup over a dish of the cream and created the sundae.

Neither Fussell nor the pharmacy clerk, however, in their wildest imaginings could have dreamed that by 1952, according to Department of Agriculture figures, Americans would consume more than a half-billion gallons of ice cream yearly, or close to four gallons apiece for every man, woman and child in the nation. And that more than 20,000 gallons, made up in unparalleled sundaes, would be dished out annually by a man who, 15 years ago, had never tasted it.

The man is Eric Weile, born in Germany in 1907, who came to these shores 30 years later to escape the Nazis. Today, Eric, rotund and jovial, conducts a small neighborhood ice cream parlor on Kennedy Street in northwest Washington, D. C. He serves more than 500 people daily with his famed ice cream concoctions, not only Washingtonians but folks from every state in the Union who visit the Capital and demand a taste of the "life of Weile." The little soda bar has become one of the area's biggest tourist attractions.

Eric, with his brother, Henry, who followed him to America in 1939, had tried with little success to operate a suburban Washington restaurant. In May of 1945, he moved the business to its present location. To complete his stock, he ordered six cantaloupes from a fruit wholesaler and, to his dismay, the delivery brought in error

six crates of the melon.

"What can I do with these?" Eric moaned.

A customer suggested that he cut them in half and serve them filled with ice cream.

Weile took to the idea. Since coming to the U.S. he had become an ice cream addict. In his former land, ice cream had been a luxury afforded only by the elite and the very wealthy. Here, a common food enjoyed by all, it would help sell his cantaloupes.

But Eric, a frustrated artist all his life, with an artist's sense of beauty and eye for color, determined to make a real treat of his special.

He filled the scooped-out cantaloupe with ice cream, built high within a border of bananas, topped this with a mountain of whipped cream, decorated with colored sugars, with a tiny American Flag stuck in the crown for effect. Thus was born the "Cantaloupe Skyscraper," and on the first day he did \$75 worth of business in the sundae alone, selling it at 85c!

Word of the giant sundae spread, and soon folks from far and wide were flocking to Weile's for the big job. When cantaloupes were sold out, customers demanded he create some other kind of sundae.

Eric responded with the "Killer Diller," which ice cream aficionados across the country still consider a phenomenon in the trade because, although it sells at 60c, it is the most popular item on the Weile menu.

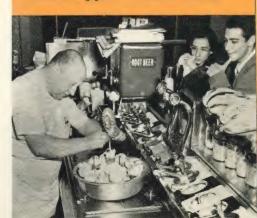
The "Killer Diller" paved the way for a total of 55 originals now featured on the famed Weile menu. With imaginative showmanship, and his artistic sense, Eric has popularized such glamorous items as the "Love Boat," a huge sundae for two, over which both young and old lovers spoon. And the pun is intended!

The "Smorgasbord" ranks highly as a favorite of all ages. It consists of three large scoops of ice cream, of a choice by the eater from 20 flavors, garnished with any one, any combination, or all of 16 different toppings, plus fresh fruits, nuts, colored sugars and whipped cream.

Then there is "The Glutton," based with a half-gallon of ice cream, for those who really can put it away; the "Rembrandt," featuring several scoops of ice cream built picture-frame style with added brick ice cream and covered with strawberries; the famous "Washtub," containing two gallons of cream and a great favorite for group rather than individual orders; and "The Thing," a half-gallon ice cream soda.

The adult is Eric's best customer. "Kids troop in," he says, "and many of them get their parents to come in the first time. But after that, it's the elders who keep coming, not the youngsters. Maybe the old folks are like me. Just didn't get enough of ice cream when they were kids."

Ice-Cream Genius Weile puts finishing touches on gigantic "Washtub" sundae.



## Johnny Spence's

## OPEN-AIR GOLF SHOP

by DEAN EAGLE

Assistant Sports Editor
Louisville Courier-Journal

who's Hash who

Likable Johnny Spence appears to be stuck with the title of "assistant pro."

He has served as aide to more than 100 professional golfers during the past five years, and inasmuch as everybody seems to like the arrangement, he may be second fiddle for the next 20 years—with no chance of "promotion."

Johnny is the man behind the "Open-Air Golf Shop," which you see at all the big tournaments. He rolls in with his big trailer, sets up displays featuring the smartest lines in golf equipment and apparel, and

keeps the poor host pro from sagging under the mental, physical and financial burdens that used to fall on his shoulders.

The whole idea was born in 1938. Johnny was struggling along making a living at Columbia, S. C., when a PGA-sanctioned event was scheduled to run at his course. He filled his shop full of merchandise, hired two helpers and sharpened his game, which was then in the high sixties.

Yes, the pro shop would fare well financially, Johnny had a chance to make a lot of dough and might even win the tournament.



There was only one little rub—or big rub, as it turned out later. When the tournament started, they put two big policemen at the door to Johnny's shop and only members and players could get a passport—no spectators or visitors from other clubs!

To make a sad story worse, the problems poured in from the touring professionals.

"Where do we send our cleaning?"

"My wife and kid are sick, Johnny, could you help me find a place for them?"

"Johnny...Johnny...Johnny..."

With his own financial troubles and the woes of every other visiting pro weighing heavily on his mind, Johnny's game went to pieces. He flubbed to 77 and 78 and didn't even qualify.

It was too much for even a jovial guy like Spence, who usually took

his difficulties in stride. He thought of giving up the game completely and getting a job as boilermaker, bartender or barber.

Then came the idea!

"Why couldn't I go along and set up shop where it would be accessible to everybody and help the poor host pros?"

The idea was good but the timing was poor. The war came along and Johnny had a more important proto assist.

When Uncle Sam turned him loose, he worked hard to get back in the swing of things, golfwise. He persuaded Ed Dudley to let him try his Open-Air Golf Shop at the 1948 Masters Tournament.

It was a terrific success.

That was 135 tournaments ago. Since then, Johnny has ironed out a lot of little wrinkles. A Nash Ambas-

(continued on page 24)

Spence uses an Ambassador to get his trailer to tourneys where he sets up shop.



sador with a trailer all dolled up in the same color scheme has solved his travel problems. And to negotiate the pesky traffic worries brought on by big tourney crowds, Johnny uses the quick-on-the-getaway Nash Rambler to get his wares together. The winning parlay has smoothed out delays and discomforts to such a point that Johnny vows you can't beat such a combination.

Manufacturers of golf items are happy, too. They set up their displays in Johnny's shop and the local pro's income gets a big boost since he takes in the profits.

The 1952 PGA Tournament at Louisville found Johnny besieged by questions about cleaning, hotels, laundry etc., while Big Spring pro Jack Ryan had an opportunity to concentrate on his game.

Said one pro recently given a helping hand, "Why, Johnny, they'll buy stuff out here that we have had in our shop for a year." Johnny credits the extra sales vim

"It's like a circus," he said. "People—especially when you have so many of them—will just buy things on an occasion like this, either to have them for a souvenir or because they have wanted them for a long time but just now got around to buying them. It's remarkable.

"I would say that 95 per cent of our business comes from other clubs, other towns and other states."

Johnny does his biggest business at the Masters, the Tam O'Shanter and the PGA every year. A lot of fans know he'll be there; those who don't know him are lured by curiosity.

Johnny knows the name and hand shake of every big pro on the circuit. The new pros visit his place to look at his fancy displays and to sample his selling technique.

The Open-Air Shop is now an institution on the birdie path!

Spence and Jack Ryan, Louisville pro (right), admire a Rambler, designated as official car at many tournaments. Host pros get their names on open-air golf shop, as seen here.





## Readers FAVOR Driver Training

Overwhelming approval for teaching driver-training in high schools was given by letter-writers from 33 states in the final Forum. There were 10 letters supporting the idea for each one against it. Winners of the best letters, which appear below, are Mr. Edward G. Ebert of Asheville, N. C., and Mr. Joe T. Novakovich of Wisconsin Rapids, Wis. To each goes a \$50 check.

Americans pride themselves on knowing a good investment. Then why all the fuss-'n'-feathers about compulsory high school driver-education? It's a darn good investment! Dividend—nearly 90 per cent less accidents!

High school driver-education starts young drivers off in the right gear. They learn about cars and their potentialities. They learn about themselves and their limitations. They learn the traffic laws and their responsibilities under them.

Industry trains a man before putting him to work on a machine. In sports we say the untrained man is most likely to get hurt. High school students will probably drive high-powered cars most of their lives. Our industrial and sporting common sense should be extended to them. Let's train them!

The three Rs are useless to a dead untrained driver. Knowing how to drive safely is as important as the three Rs in modern living. If the school curriculum is crowded, cut some of the fancy stuff and teach the youngsters to drive.

Cost of high school driver-education is very high per pupil? Bet it costs a whale of a lot less than a cheap funeral—discounting the grief. Let's stop counting dollars and start counting lives!

> Edward G. Ebert Asheville, N. C.

#### AGAINST

While I am deeply enthused with the

wonderful educational and safety program of driver-training in our high schools, I vote an emphatic "no" for making it compulsory. My arguments against such a proposal are, I believe, logical.

Once you place driver-training in the same category with other "must" courses like English and Algebra, you are going to spoil the spirit of the drive toward the very goal you are attempting to reach. The "fruit" of these "must" courses is only too evident among our population today, to wit: our poor spellers, poor speakers and poor "figurers." Do we want "poor" drivers, too?

I am not prejudiced against teachers. There are some very capable ones in our high schools today. However, there is not enough emphasis placed on instilling the *desire* into our youth toward any particular course. The best English course I ever took was at the University of Wisconsin where it was taken as an "extra," voluntary. I say best because I had the desire to gain the knowledge which I so foolishly overlooked in high school, simply because it was a "must" course.

No, much better to leave drivertraining in our high schools on a voluntary basis.

> Joe T. Novakovich Wisconsin Rapids, Wis.



If you have a favorite way of performing some ordinary household task, or have discovered a short-cut in the performance of some chore, send it along. Nash Airflyte Magazine will pay five dollars for each contribution published. None will be returned. Address all contributions to Nash Airflyte Magazine, 431 Howard St., Detroit 31, Michigan.

When removing buttons from any garment, slip a comb under the button and be assured that you won't be pulling out material along with the thread.

Mrs. Edward J. Toby Port Washington, N. Y.

To renew black suede shoes, place a few drops of vinegar in a saucer of water and brush on. When dry, the shoes will take on a new appearance and be restored to a clear black color.

> Mrs. M. E. McCarthy Brookline, Mass.

Suitcases sometimes develop a musty odor when stored away. An unwrapped bar of soap left in the case will keep it in fresh and desirable condition.

> Mrs. Harold E. Pierce Coldwater, Mich.

Ashes and odors won't cling to your ash trays if you give them a coat of wax. They can be wiped clean with a disposable tissue.

LaVon Enderson Ridgeway, Iowa

Use a small gravy blender to beat one or two eggs. It saves time and unnecessary mess.

> Mrs. Charles E. Vail Hillsboro, Ill.

Unfinished benches will remain smooth and last longer if you give them a natural wood finish with boiled linseed oil.

> H. Renge Cleveland, Ohio



A small fluffed-out piece of cotton fastened to the center of your screen doors will keep all flies away from the door.

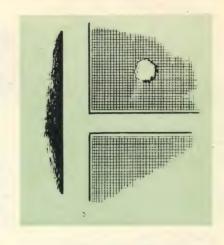
> Mrs. Hazel R. Gates Prescott, Ariz.

To kill weeds in brick walk, mix: 2 lbs. Sal Soda, 3 lbs. Venetian red, 4 lbs. common salt, 6 qts. water. Spread with broom.

> Miss Lucile Pelecki Springfield, Ill.

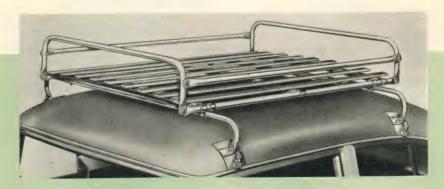
To transfer feathers from old pillow to new ticking, partly open end seam of pillow, baste new ticking around opening and work feathers through.

> Miss Ruby Christensen Pasadena, Calif.



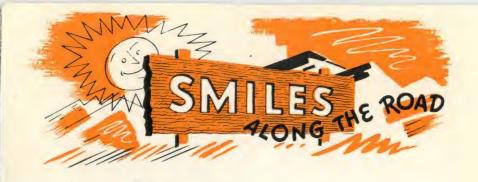
To make it easier on your eyes when knitting at night, provide a dark background on your lap when working with light-colored yarns, and conversely a light background when working with dark-colored yarns.

Mrs. Harry D. Humphrey Cleveland, Ohio



#### NASH KARDEK CARRIER

Nash Kardek Carrier—customed-styled—is ideal for the traveler with extra luggage or fishing and camping gear. Easily and quickly installed, it attaches securely to the roof of your car. A traveler's delight, Nash Kardek Carrier also adapts itself to commercial use.



Share your smile with Nash Airflyte readers and be richer by five dollars Nash Airflyte pays five dollars for each Smile Along the Road contributed by a reader and selected for publication. All contributions become the property of Nash Airflyte and none will be returned. Send your contribution along to Nash Airflyte Magazine, 431 Howard St., Detroit 31, Michigan.

#### HOT WEATHER ADVICE

A cleaner advertises:
Drop Off Your Clothes
at
Finer Cleaners
and
Go On To Work
Mrs. Fred Whale
Ogden, Utah

#### NO DELAY

While on a joy ride going north from Boulder, Colo., on U. S. Highway 7, my attention was attracted by this sign:



H. W. Carpenter Denver, Colo.

#### **PRECOCIOUS**

A sign on the front of a sign painter's shop in Daytona Beach, Fla.:

I was making signs before I could talk.

Dr. Eddie C. Durant Sumter, S. C.

#### TIGHT?

The following sign was seen at a cobbler's shop in Fitchburg:

All our laces are fit to be tied.

Paul E. Maguire Jr.

## Worcester, Mass. A NEW NOTE



Clinton W. Hough Pasadena, Calif.

#### SOFT OR HARD?

The sign in front of my neighbor-poultryman's house reads:

W E BOYLE FRESH EGGS

> Mrs. G. Ward Stetson Middleboro, Mass.

#### FAIR ENOUGH

Sign in a Des Moines cafe:

If you want to put your ashes and cigarette butts in your cup and saucer, let the waitress know and she will serve coffee in the ash tray.

Miss Rena Patte
Malden, Mass.

#### A GENTLE HINT

Sign on a newly-painted wall in a barber shop:

This is a partition, not a petition: No signatures needed.

Mrs. Neill Streuter Jacksonville, Ill.

#### IT PAYS

On a recent vacation trip, my wife and I saw this interesting signboard near Wichita, Kans.:



Adrian R. Fiala Omaha, Nebr.

#### **VALUE RECEIVED**

On a recent trip I saw this sign in Albuquerque, N. M.:

We have no argument with those who sell for less.

They know what their stuff is worth.

Conrad J. Reese
Forest Park, Ill.



### FOR GREATER PROTECTION

Nash Rambler Guards for the grille and trunk provide maximum protection at both front and rear. Both Rambler Guards prevent interlocking of bumpers while the uprights give maximum rigidity and impact resistance. Here is the protection you need on crowded parking lots, in heavy traffic or when parking in a short space.



## That's right, son!

An ounce of protection is worth a pound of cure

The jarring tackles and the crisp, sure blocking of modern football are a tribute to the excellent condition and the fine training of today's athletes.

And underneath those colorful uniforms are the best in modern protection-light in weight but carefully designed to afford the utmost in protection - a far cry from the dangerous and cumbersome pads of years ago.

The PLUS PROTECTION of today's motor cars requires up-to-date equipment and methods, too. Today's Nash Service, based on skilled training and the latest in service equipment, gives your car the modern protection it needs for LONG-LIFE, economical performance and freedom from unnecessary repairs.

Bring your car

10 US for PROTECTION PLUS through REGULAR SERVICE



Let us safeguard your car's future through Regular Service

- **O COMPLETE LUBRICATION**
- ENGINE OIL CHANGE
- ROTATE TIRES
- ENGINE TUNE UP
- INSPECT SHOCK
   ABSORBERS
- ADJUST BRAKES



THE WORLD'S
NOST NODERN SERVICE

SEC. 34.66 P. L. & R.
U. S. POSTAGE
PAID
DETROIT, MICH.
Permit No. 5548

Howard E Kilborn 906 Bauman Ave Austin Minn



Perhaps you are one of thousands that wait till late summer to take that long-planned vacation. Or it may be you're getting in the last of family outings, picnics or fishing before summer ends. To fully enjoy these trips, let us make sure that your car is in tip-top shape.

## ENSTAD NASH, INC.

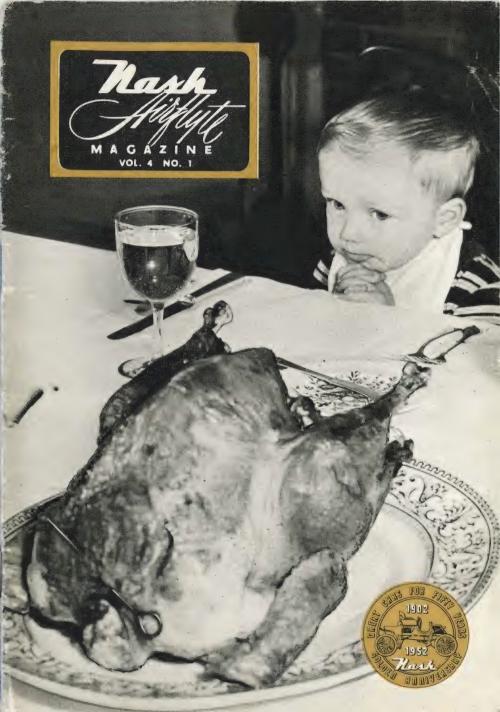
1327 Oakland Ave., W.

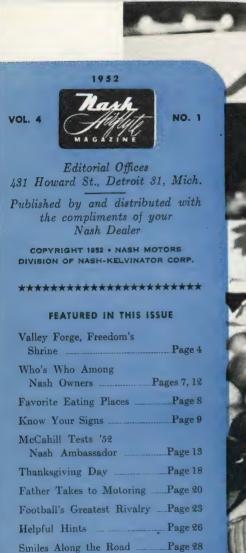
Austin, Minn.

Phone 9639

More For Your Cash at Enstad Nash

14-5

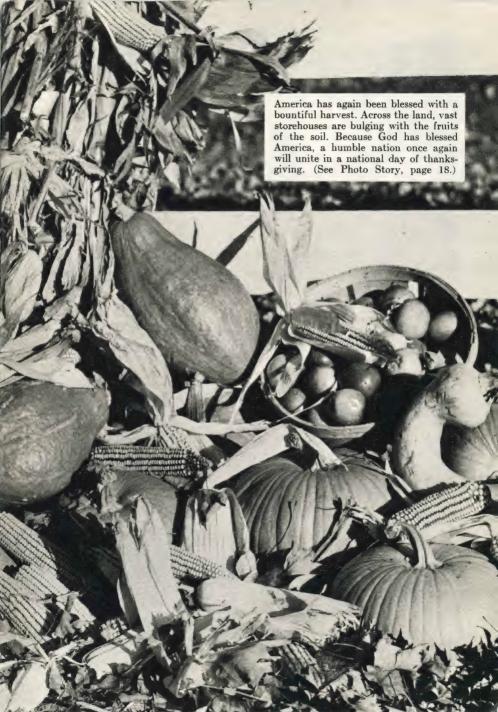


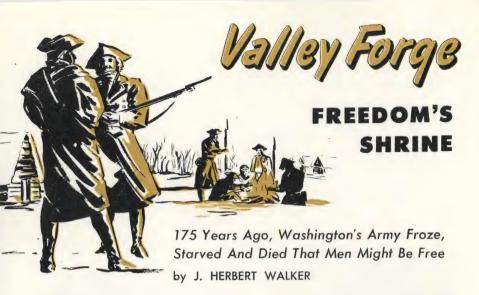


\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*

Picture Credits: Cover, A. Devaney, pp. 2-3: H. Armstrong Roberts, pp. 18-19: No. 1, H. Armstrong Roberts; No. 2, Underwood and Underwood; No. 3, Harold M. Lambert Studio; Nos. 4, 5, A. Devaney; No. 6, Ewing Galloway, pp. 13-16: Mechanix Illustrated, p. 24: The Sunday Bulletin, Philadelphia.







One hundred and seventy-five years ago, December 19, 1777, General George Washington led his tattered army into a winter encampment at Valley Forge, Pa. Here the starving, sick, battered, ill-equipped army bivouacked until June 17 of the following year.

These were the darkest days of the American Revolution. The battles of Brandywine and Germantown had been won by the British. Philadelphia, then the capital of the colonies, was in the hands of the enemy. Desertions from Washington's army were numerous. The morale of the army was low. Even a number of Washington's generals were against him. Food was not available-but it could easily be had by the British because they paid in hard cash for it, and the British army lived in luxury in Philadelphia.

Washington's army, which had encamped at Whitemarsh, not far from Philadelphia, was in jeopardy. So it was decided to move farther

away from the enemy, even though the distance was short indeed.

With many legs naked, with many soldiers without shoes, none with sufficient clothing to keep them warm and scarcely any food, that army started its tragic trek to the now historic camp ground. It took nearly a week to travel the 15 miles to camp.

There were bloody footprints in the snow, hunger was tearing at their fortitude. Men were staggering from fatigue, but the army at last entered the wind-swept Valley Forge area—and immortality.

Here during that long, hard win-



ter, soldier after soldier succumbed from starvation, cold, diarrhea, dysentery, rheumatism, smallpox. Here Washington prayed. Here he encouraged his men to future victory in the face of terrible odds. It is not surprising that chiseled in the granite stones of the Memorial Arch are these words of the Commander: "Naked and starving as they are we cannot enough admire the incomparable patience and fidelity of the soldiery."

Here by the indomitable courage of one man—Washington—the army came through that terrible winter to win new victories that finally culminated in complete defeat for the British foe at Yorktown. That surrender of Lord Cornwallis when he handed over his sword to General Washington had its real beginning back on the wind-swept slopes of Valley Forge.

More than 3,000 Continental soldiers died at Valley Forge of sickness or starvation or exposure. Those who fell there deserve no less

A gigantic granite Memorial Arch honors the men who wintered at Valley Forge.



the honors of war than those who fell in actual battle in defense of the colonies. Their heroic remains rest in unmarked graves—with the exception of Lieutenant John Waterman, of the Rhode Island Brigade, whose surbordinates placed a crude rock over his last resting place and carved his initials and date of his death upon it. The spot is now marked by a splendid monument. The original gravestone, erected by his comrades, has found a fitting place in the museum where it will be forever preserved.

All Americans know the tragic story of Valley Forge. After the bitterly cold months of winter, the dogwood trees burst forth in Springtime beauty to bring hope and cheer to the army—and ere long, on May 6, 1778, Washington drew up his troops on the "Grand Parade" to inform them that France had agreed to help the colonies in their struggle for independence.

Today 60,000 dogwood trees, many of them scions of the trees that grew there 175 years ago, cast their creamy-white and pink-tinted beauty over the rolling landscape where Washington's army camped; a fitting tribute to the memory of the men who froze and starved there and died—that men might be free.

Altogether there were approximately 900 huts that crudely sheltered the soldiers quartered at Valley Forge. Now authorities have erected 30 huts that will depict the scenes of the actual encampment. These huts have been re-created from the specifications Washington himself wrote a century and three-quarters before. In future years it is

(continued on page 6)

(continued from page 5)

planned to have marked the exact sites where the brigades were stationed during the encampment. Fortunately, planners have the original map of the encampment grounds prepared by Louis L. Deportail, a 26-year-old engineer assigned by Washington to the task of laying out the military camp.

Washington, were he here today, would be surprised to learn how many persons visit the shrine of that winter encampment of nearly 3,000 acres of soil sacred to the mind and heart of every true American, soil on which have risen monuments marking the regimental and brigade sites, heroic statues to men of valor, forts, redoubts, rifle pits, defense lines, all faithfully preserved and, topping all; the gigantic Memorial Arch rising to the skies in honor of the men who wintered there.

Here, too, have been preserved in faithful detail a number of limestone farmhouses that served as head-quarters for Washington and his staff. The Valley Forge Memorial Chapel and Museum of American History with the National Carillon is another of the features of this hallowed spot.

In the Museum is the tiny silk marquee, or tent, in which Washington himself had his sleeping quarters for more than a week while the



Specifications Washington himself wrote were used to re-create this Hospital Hut.

huts were being erected for the soldiers. The General refused to go into the comparative comforts of the stone building that later became his headquarters, until his men had been given whatever soldier comforts could be had behind the logs of the huts they themselves had erected.

Valley Forge has increased in interest over the years and is being visited by growing numbers of persons. More than a million persons from all parts of the world visit the park annually—a park authorized by Pennsylvania legislative mandate and under the direction of the Valley Forge Park Commission.

Every American should be proud to stand at Valley Forge, to visit the rifle pits, the regimental sites, the forts and redoubts. Or to visit Washington's headquarters, where by day and by dim candle-light the strategy was planned to wrest final

victory from the British arms.

At Valley Forge, amid the snows and biting winds on the hills and meadows was written the brightest page in American history, a page that should be read and reread as an immortal symbol of the spirit of free men.



This limestone farmhouse is a faithful replica of Washington's Headquarters.

#### who's



who

Check and Double Check

"Brnnnggg . . . . .!"

Larry E. Smith, railroad special agent in Memphis, Tenn., lifted the ringing telephone off the hook and answered. After listening several minutes, intermittently asking questions, Smith finally said, "All right, I'll start working on it at once."

Smith made arrangements for a quick trip to Arkansas, for in his conversation he had just learned that several thousand pounds of railroad iron had been stolen near Madison, Ark. That meant another piece of investigative work for Smith, a proud Nash Owner and a Rock Island Railroad special agent for 11 years. It is his job to protect the property of the railroad, as well as lives of employes and passengers.

Two deputies went with Smith to Madison, where they talked to the foreman on the job where the materials had been stolen. Clues were limited.

But the loss of iron generally leaves one tell-tale clue, Special Agent Smith knew. The thieves usually look for a junk dealer to buy





their iron. So Smith and the deputies returned to Forrest City and decided to cruise about town and have a close look. With the iron so heavy, they reasoned, it probably was not carried too far.

Their belief proved true, for finally they spotted some of the materials—one piece of which weighed 1,000 pounds. They talked to the owner, pinned him down and learned the names of two young men who had sold the iron to him. Thus the case was wrapped up in a matter of hours, ready for court action to be taken.

Once again Special Agent Smith, who is driving his second Nash and using it a great deal in his investigative work, had succeeded.

Smith checks on everything from the loss of a few screws to large thefts. Once he investigated the disappearance of a big container of milk—and found the thief.

This proud Nash Owner spends most of his spare time working with youths, including his two sons. He is a leader in Boy Scout and Cub Scout work and uses his car frequently in transporting the youngsters around.

#### HOUSTON. Pe Old College Inn

For 32 years, Ye Old College Inn. 6545 Main

Street, Houston, has been operating on the principle that a charming atmosphere and unobtrusive service add a great deal to the complete enjoyment of good food.

The good food is supplied by a staff of 53 under the direction of Chef Herman Walker, a third-generation chef who has been at the Inn for 19 years, Charlie Tibbitt, 83, has been waiting on three generations of customers for the past 31 years. Many of his fellow-waiters have been at the Inn 15 to 25 years.

Steaks and Gulf seafoods are the specialties of the house. Included on the menu are such delights as: Flounders stuffed with shrimp and crabmeat, Courtbouillon (Louisiana Fish Chowder, pronounced Coo-B-Yon), Squab Hawaiian and Maine Lobster Thermidor.

A favorite tradition at Houston's oldest restaurant is the Coaches' Table where Rice Institute coaches of two decades have made a habit of dining.

Some of the nation's biggest sport stories are born at this table when Southwestern college coaches meet newspaper sports writers.

At the time of its establishment in 1920, the Owl, as it was then called, drew its patronage almost entirely from Rice faculty and students, many of whom now dine at the Inn. not with fellow students. but with their grandchildren.

As Houston grew, so did the restaurant. And its fame for good food spread across the nation. Repeated additions were made including the Varsity Room, Sun Room and Trophy Room. In 1945, when Mr. Ernest Coker became proprietor, the main building was enlarged and redecorated.

Through the years, College Inn has maintained its high standard of good food above price. For a hors-d'oeuvre or regular dinner feature, the Inn passes on the tempting recipe below.

### **Oysters Ernie**

Salt and pepper 24 selected oysters.
Dredge in flour. Grill on lightly buttered griddle on top of stove until a
spiritude oysters on both sides. With
Dress with the following sauce after
oysters are browned and are on hot oysters are browned and are on hot serving plate: 3 Tbsp. melted butter, 1/3 cup fresh lemon juice, 1 cup A-1 1/3 cup tresh lemon luice, I cup A-I
2 liggers Sherry or Madeira wine.
Have sauce hot before dresing oysters.



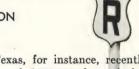
# KNOW YOUR SIGNS



America's Vast Highway Marker System

Contributes To Your Safety, Convenience

by FRANK L. REMINGTON



One September day in 1917, two women drove along the highway from Indio to Palm Springs, Calif. Rounding a sharp curve, they came face to face with a huge truck hogging the road and rushing towards them at a fast clip. The smaller vehicle swerved sharply and skidded crazily onto the highway's sandy shoulder.

Right then Dr. June McCarroll, one of the women, determined something must be done to prevent such accidents—accidents that already were swelling the automobile deaths of the country to a fantastic figure. Largely through her crusading spirit, America's highways are today painted with white lines, one of the greatest contributions to highway safety.

The mid-road stripes, however, are a small part of the markers and signs erected on America's highways for the convenience and safety of motorists. Few of today's drivers appreciate the history of such signs or the difficulty and expense involved in placing and maintaining them. Texas, for instance, recently appropriated \$600,000 for painting white center lines on approximately only one-fourth of its 38,000 miles of highway.

Road signs are as old as America itself. Even the Indians had trail markers. One of these was made from a sapling, bent so that the trunk paralleled the ground and the tip pointed in the direction of the trail. And the early pioneers blazed trails by nicking trees with their axes.

Versatile Benjamin Franklin as Colonial postmaster placed milestones along the Boston Post Road, one of America's earliest highways. He computed the distances by multiplying the circumference of the carriage wheel by its number of revolutions. These markers served stage coach passengers and horse-back riders along the route.

There was little need for widespread signposting before the automobile. Local craftsmen designed and built the comparatively few in use and the signs varied greatly.

(continued on page 10)

















(continued from page 9)

The letters of these markers might be formed by driving nails into a board, by painting or by metal characters devised by a metal worker.

The advent of the automobile had a tremendous impact upon the nation's street and highway systems. Today there are some 3,000,000 miles of highways plus 300,000 miles of city streets. But in the early days of the "horseless carriage" most highways were muddy trails.

To improve highway travel, motorists began to organize clubs. Several of these associations, such as the Automobile Club of Southern California, pioneered in erecting road markers and signs. As automobile travel increased, individual states began signposting their roads.

In 1925, a joint board composed of representatives of the various State Highway Departments adopted the numbered system of United States highways, easily recognized by the standard "U.S." shield markers. The "U.S." highways form a nation-wide network of some 158,000 miles.

The "U.S." route numbers have a special significance that adds greatly to their usefulness. Even numbers, such as Route 22, always designate roads of a general eastwest direction. The transcontinental east-west route numbers are designated by multiples of 10, from 10 to 90. Routes 30 and 40 are excellent examples.

North-south roads, such as Route 19, are indicated by odd numbers, with the more important north-south highways, such as Route 11, carry-



Most states post historical landmarks that are of interest to the motorist.

ing two digit numbers ending in 1 or 5. Three-digit route numbers, on the other hand, designate short routes tributary or alternate to the main routes. Route 211, for instance, is a feeder road for Route 11. The digit 2 indicates that Route 211 is the second feeder route for Route 11.

In addition to the "U.S." route numbers, each state has its own network of state highways with state route numbers. These are shown on markers of special design, such as the bear of California, the triangle of Mississippi and the state outline of Louisiana.

The Joint Board also adopted a standard system of warning, regulatory, and informational signs.

























Round signs indicate only one thing—railroad crossings. Octagonal signs always mean "Stop!" Diamond-shaped signs call for reduced speed. Square signs mean caution. Generally, warning signs are diamond-shaped, while regulatory and informational signs are rectangular. For regulatory signs, the longer dimension is usually vertical; for informational signs it is horizontal.

Highway signs rarely wear out from natural causes, but vandals regularly mutilate and destroy them. Last year an estimated 350,000 signs had to be replaced for this reason. The signs are shot at by hunters, defaced by teen-agers and deliberately bent and crushed by drivers with a strange sense of humor.

Keeping pace with man's improved methods of transportation, road signs have advanced from the blazed trails of the pioneers to the modern highway markers, which require thousands of workers from every state to place and maintain. With continued progress and new developments, the road signs of the future will perform an even greater service for the motorist than they have in the past.



This freeway near Los Angeles has adequate night lighting necessary for safety.

























Nelle is a grandmother, and her Nash is a grand car—or neither would be in the running today. You'd never suspect, if you heard them both humming along the road, that they had taken a death-defying leap over a 30-foot cliff and escaped unharmed.

Nellie is Mrs. Charles V. Imlay. But everybody calls her by her first name, probably because of her love of life and her gay youthfulness. Still, her doctor does not want her to do much walking. Without her car, she would be sitting alone in her Bethesda, Md., suburban home near Washington, D.C.

As it is, she no sooner disposes of morning household muss than she's off in her car—to church circle meetings, club luncheons and the homes of the children she teaches piano.

There is no reason to believe that she wasn't driving with her customary care on a Sunday, hardly more than a year ago, when the miracle occurred that saved her life.

After attending church in Washington, she drove to her son's house in Bethesda for dinner. She had beside her a pie she had baked.

Her route ran from a principal thoroughfare into a narrow road along the crest of a 30-foot cliff. She turned sharply left into this narrow road and suddenly saw another automobile. Evidently she reached over to protect her pie. But everything happened so fast, it is open to speculation. The oncoming car did not hit her. But this much is certain: Nellie and the Nash took a flying leap through the air and landed 30 feet below.

The auto might have careened down the cliff, turning over and over. Or, once having cleared the ground and taken to the air, it might have been expected to land on its side, or top. But this Nash kept perfect balance through the air and landed on all four wheels.

No medical treatment was needed for Nellie. Ambulances with stretchers, police and shocked citizens all rushed to her assistance, but she assured them she was perfectly able to walk on to her son's house to dinner. She finally agreed to ride.

Today, Nellie's relatives and friends are apt to be somewhat unreceptive to advertisements for other cars. They're convinced that there's something special about the Nash.

# McCahill Tests the '52 NASH Ambassador

Reprinted from Mechanix Illustrated, September, 1952

If I only had Danny Kaye's hair, I might be able to sing "Pina is the Belle of Gasolina." But being as bald as a worm, I'll have to settle for a non-singing statement: Pinin Farina is the Rembrandt of automobile design. For those of you who don't read the ads, Farina is the guy who designed the new Nashes.

Some anonymous wag on the West Coast is reputed to have remarked that "there was more Wheatena than Farina in the new Nash line." When I rudely asked one of the Nash brass just how much of the design was actually Farina, he admitted that there was, through necessity, a bit of the Midwest mixed in with Sunny Italy. This is quite easy to understand, once the facts are rolled out on the table.

All those sexy Farina body jobs we have seen on Alfa-Romeos, Lancias and other imported chassis have as

much interior room as the averagesize soap box. Most of them are two-seater jobs with just enough baggage space for a fast week end for a short midget. When Americans hit the road, they like to take everything along from Junior's surfboard to Aunt Petunia's skiis, to say nothing of at least 12 changes of clothes. In Europe if a guy has enough room to carry a spare tail for his beret and a Bikini bathing suit for his little pigeon, he's as happy as a Coney Island clam at high tide. Faced with the problem of getting that Farina look on what would amount to an overgrown jitney on the Continent. I think Pinin has done a pretty good job. He has turned out the best-looking Nash in the company's history yet it is still loaded with room. All the Nash features, such as reclining bed seats. Weather Eye air condition-

(continued on page 14)





Symbolizing the re-styling of the new Nash line are the crest and script identifying the work of Pinin Farina.

(continued from page 13)

ing and Pullman ride are still there. Incidentally, the new Ambassador has, in my book, the finest shockproof ride in the world today. When I was testing this car I took it to the roughest, gouged-out testing road I know in the East. At varied speeds up to 60 I hit bumps and even large rocks that would have broken your back and ripped away the front axle assembly of any car made 10 years ago and even of some cars made today. The Nash Ambassador, however, remained silent and absolutely unruffled by these blows. A short time ago I reported that the Buick Roadmaster had the finest rough road ride of any car made in America but that was before I tested the Nash Ambassador. This car is undoubtedly the best bumpleveler we have. Both the wide front and back seats are as comfortable as a French feather bed and in every other way it is a pure champion of ease for Madame Tenderbottom.

To get behind the wheel of the Ambassador is like being on the

bridge of the Queen Mary. Farina has dropped the hood between the fenders in the best Packard manner. so that the front visibility is good. but it still gives the sensation of steering a three-acre lot or going through the Tunnel of Love in a coal barge. Oddly enough (to me). one of the Nash officials bragged that this new job was two inches wider than a Cadillac. Well, bub, if you buy cars by the area they cover, you'll have to go a long way to beat the Ambassador. On an acreper-dollar basis, this is the bargain of the year.

In performance, Pinin's design has done nothing for the new Nash. This year's engine has had the horsepower boosted to 120 from 115 and the torque was raised to 220 from 210 by increasing the bore by an eighth of an inch. In spite of this I found all acceleration figures slightly slower than those of 1951. Zero to 60 in 1951 took 15.3 with an overdrive unit and the best I could get out of the new job, also with overdrive, was 15.9. Top speed is about the same as last year, with overdrive, meaning somewhere between 96 and 98 miles an hour. With special available speed equipment under perfect conditions on the Dry Lakes, some Nashes have been clocked at better than 100 but for all practical purposes such cars can be considered just about as stock as moonglow.

The Nash Ambassadors are, however, among the best performing cars made in America and in hillclimbing they take a back seat to none. I have a special test road in New Jersey that's a real backbreaker. The grade has a fast twist at the bottom and quickly goes from about a 12-degree pitch to 26 degrees a quarter of a mile beyond. Of the dozens of cars I have driven on this. only two ever made it all the way in high gear. One was my Caddie 61 with three-speed synchromesh and the other was this new Nash Ambassador. Actually, the Nash with the two-speed rear axle of overdrive had it a lot easier than the Cadillac, Anyway, no other overdrive car ever even came close to climbing that hill in high. A special V8 Chrysler with a three-speed Cadillac transmission, and even the M. I. Ford, were stopped in their tracks by this little slope. So it was quite a ball of amazement when the not-too-highly powered Nash went right up without a buck.

By now, many of you know that a Nash-Healey finished third at Le Mans, France, in the famous 24-hour race. This is a tremendous testimonial for the Nash Ambassador engine. I spoke to Donald Healey the day the race started and he told me he'd be happy to finish in the first ten and had no hopes of winning at all. The Nash Ambassador engine really has a better postwar record at Le Mans for consistency and reliability than any of the hot shots including Ferraris, Jags or Allards.

This year's third-place Nash-Healev, which was beaten only by two Mercedes-Benzes, actually looks as much like the American showroom Nash-Healey as I look like Betty Grable, Regardless, the fact that the Nash Ambassador engine, with the Healey touch, beat five souped-up Chrysler V-8 engines, cannot be overlooked. The Allard entries this year had V-8 Chrysler mills and so did the three Cunninghams. The Cunningham coupe was the fastest car on the course but when running easily in second place was put out by a failing valve-keeper. The other Cunningham to go out also had valve trouble which left old Ironman Briggs Cunningham to carry the mail, finishing fourth.

Rather than risk not having a car running at the end of the 24 hours,

Plenty of changes have been made in the looks of the new Nashes, both inside and out. Retained were such well-known features as air-conditioning, and the reclining seats.





#### (continued from page 15)

Briggs backed way off to here and coasted for almost 20 hours. When he finally turned the car over to his co-driver, Bill Spear, Bill quickly made up three places in less than an hour. But he was under strict orders limiting speed. If given the car earlier and with a freer hand, he might conceivably have not only edged the Nash-Healey out of third place but also knocked off one of the Mercedes as well. Briggs Cunningham, America's Mr. Sports Car, wanted to take the blame himself if his car failed and after his two fastest entries went out, who could blame him for backing off and assuring himself an automatic entry for next year? (To be assured of an invitation to Le Mans, the world's biggest auto race, you must have a car that ran the full 24 hours the year before.)

This year's race was the old tortoise-and-hare story all over again. Before the race was one-third over. all the real hot shots had burned themselves out. The two Mercedes, like the Nash-Healey, ran magnificently planned races but even these call for a certain amount of luck. For instance, a little over an hour before the 24 were up, a French Talbot was creaming the Mercedes and running in first place. Reputedly, at its last pit stop, the Talbot crew forgot to check and add oil. causing the French car to burn up a bearing when actually within sight of winning! It takes a lot of luck to win a Le Mans race but the fact remains it takes a hell of an engine to place third at an average speed of 90-plus for the 24 hours and that is what the Nash engine did.

This year's Nash line is by far the

The 1952 Ambassador was one of only two cars Tom has driven which was able to make a bac





Tom and his wife Cynthia look over the 120-hp Ambassador engine—with help from Joe, their pet dog.

k-breaking test hill in high gear all the way.

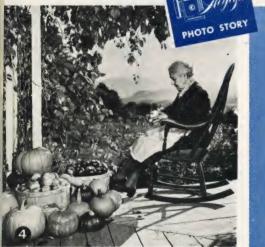


best that Nash has ever offered and that's saving a lot. The Nash Ambassador is a magnificent riding car. big as a houseboat but better on the hills. It corners reasonably well for a balloon-type design and Le Mans again proved the reliability of the power plant. As soon as this is in the mail to Bill Parker, I'm heading for Farina's body shop in Italy to find out what's on the stove for next year. I am writing this in France but just before I left the States, I put in one pitch with the Nash brass I wish they'd listen to. Nash has Farina under contract for some time, so I said how about giving him a real free hand, no holds barred, on next year's Rambler? If they do, which is doubtful, I'll bet they'll have the hottest selling car since old Henry introduced the Model T.

-Tom McCahill

COPYRIGHT 1952 FAWCETT PUBLICATIONS, INC.





# Chanksqiving Day

America's first Thanksgiving Day was celebrated 331 years ago at Plymouth, Mass., when the Pilgrim Fathers (1) gave thanks after "provisions and fuel were laid in for the winter." After thanks was given. the Pilgrims feasted on the bounty of the forest and field with turkey (2) a popular dish. It still is. And today Turkey Day and Thanksgiving Day are synonymous. Americans crowd many activities into the holiday that is peculiarly their own. Many spend the early morning hours



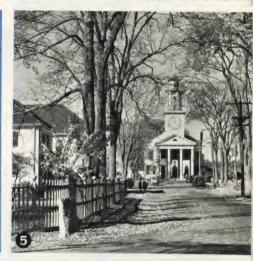






#### America's Own Holiday

hunting (3). But Grandma (4) is busy getting the big dinner ready and waiting for all the children. Later they will go to church (5) and give thanks as did their forefathers. Then there's the big game (6) to be enjoyed, often followed downtown by a colorful parade (7) that opens the Christmas shopping season. But none of these events can compete with the Thanksgiving Dinner (8) where the turkey again reigns supreme as it did in 1621 at the first Thanksgiving Feast.









# Father Takes to Motoring...

Things Began To Happen When The Family Piled In Their 1902 Rambler For A Trip

by JOHN M. LEE

My father bought a 1902 single-cylinder Rambler with a large bulb horn and a special auxiliary front seat, which provided a most precarious perch for my two younger sisters, ages 4 and 6, and myself, age 8.

When Father decided to take a trip

—never more than 12 miles from home—he would settle his leather cap with built-in goggles upon his head at a rakish angle, button his linen duster, put on his gauntlets, light his cigar and announce that he was ready. He would get in the driver's seat, put his foot on the

compression release on the floor and order me to crank the car. When the motor started, Father would open it up wide, roar at me to get on the front seat, all the while pulling the low gear.

Every horse or team would be terrified at the sight and sound of the Rambler. They would buck, rear, jump, turn around and run away. Every time we met a team, it was my duty to jump from the front seat, grab the bridles, try to pacify them and lead them past the car. Invariably the motor had to be stopped. Then I would have to crank it and make a leap for the front seat. This procedure was repeated many times during any trip.

When Father and I were alone in the Rambler, he would let me pull the lever into low gear and tell me when to release it in high gear. Then he would throw the tiller in a halfcircle over to me so that I was steering the car, he, of course, controlling the throttle and the brake.

After several weeks, I thought I was qualified to drive, so unbeknownst to my father, I foolishly took a solo drive in the main part of town. Everybody saw me and complained bitterly to my father that I was too young, bound to kill somebody and he would be responsible. I found out that night, with the aid of the flat side of a hairbrush, that Father agreed with them.

Then came the day when Father bought a 1904 two-cylinder Rambler, which, when delivered, was followed by every kid in town with his dog and bicycle. Mothers wheeling baby carriages came in to inspect it. The kids all squeezed the bulb horn. The car was finally put in the barn

and the door locked. Kids came from all over and stood on one another's shoulders to peer through the windows, trampled flower beds and broke branches in the trees. Father had to finally threaten them with the police to get them out of the yard.

The tonneau opened "up the back." It had to be locked from the outside. The first Sunday, Father loaded us three kids in the tonneau, locked the rear door and took us for a ride with Mother on the front seat. He drove on an isolated dirt road so that he could concentrate on his driving. Mother cautioned us to be quiet so as not to disturb Father. After driving several miles, I turned to look at my younger sister, only to find that she was not there. The door was swinging wildly. We roared at the top of our lungs. Father looked around, gasped, said, "Good Lord! Where is Phebe?" He retraced our route and five minutes later found a very dirty little girl, crying loudly, sitting in about eight inches of dust. Mother grabbed her little darling to her, burst into tears and scolded Father for his negligence. The child was taken home immediately, washed and found to be undamaged.

(continued on page 22)



(continued from page 21)

The road from Wilkes-Barre to the Poconos went over a steep mountain called "Giant's Despair;" I called it "John's Despair." The Rambler could only negotiate this mountain in low gear. Father became tired of holding the lever-and it had to be held tightly - because it made his wrists sore. I was put in the rear seat, and when it was necessary to remain in low gear I would have to reach over the side with both hands, brace my feet and pull as hard as I could. If the tension eased for a few seconds, the bands on the transmission would slip and burn with a frightful odor.

Father was almost impossible with his bragging about the Rambler. He was very much upset when one of our neighbors brought back from Paris a Panhard, which was driven from New York to Wilkes-Barre (180 miles) in two days by an imported French chauffeur. Father felt that his prestige, as well as the car's, was being depreciated and the only thing he could do was to better the record. We were going to drive to

New York in one day.

We were up at 4 a.m., and about daylight we started. The tonneau was filled with tires, oil cans, tools, towline, rubber raincoats and even extra spark plugs. The floor of the tonneau was metal, under which was one of the cylinders. Driving continuously, the cylinder became hot, the floor became hotter, and the spare tires smelt as though they were being vulcanized, but on we drove. We finally arrived at Jersey City Heights, my grandmother's home, at 9:30 the same night.

Father complained about his fingers feeling like telegraph poles from clutching the wheel, but they were not too sore to prevent him from writing a telegram to our local papers, stating that he had accomplished the impossible—he had driven 180 miles in an Americanmade Rambler, without any chauffeur, in 17½ hours, with practically no mechanical trouble.

I might add that it took two days to return.





by MARSHALL DANN
The Detroit Free Press

No football rivalry is more intense, no game commands as wide a following and few other sports events compare to the stirring spectacle of the traditional Army-Navy classic.

On the last Saturday of November, the Cadets and Midshipmen temporarily set aside their rigorous routines and move en masse into Philadelphia's mammoth Municipal Stadium. There they are joined by their families and friends, "Old Grads," a large segment of Congress, many of Uncle Sam's foremost generals and admirals and usually the President and all or part of his cabinet. Indeed the crowd is as distinguished as it is large. Seldom can an empty seat be found in the 100,000-capacity arena.

Everyone, or so it seems, takes a side in the big game. The old retired soldier, the young gob on a destroyer in the Pacific, the embryo pilot at a distant air field, all tune in by radio, short-wave or television. Millions of others throughout the world focus their attention on the City of

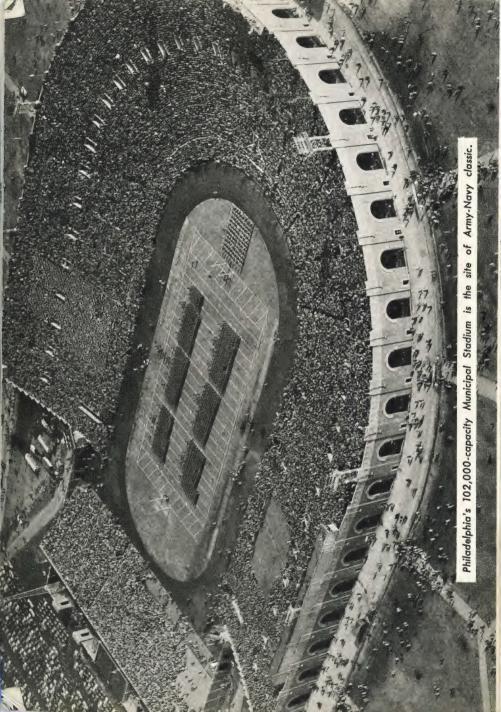
Brotherly Love for these two hours each year.

The series started as a result of a Navy challenge hurled at the Cadets in 1890. The Middies had played a few years of football before and wanted to engage their service brothers. The Cadets were prohibited by regulations from participating until an enterprising cadet, named Dennis M. Michie, convinced the authorities of the importance of taking up the challenge of the Midshipmen. The Middies sailed up the Hudson and taught the inexperienced Cadets a pigskin lesson 24-0. Army now has 27 victories to Navy's 21. Four ties have been played.

From this humble beginning, the series has increased in interest by leaps and bounds. In 1926, 120,000 were on hand to witness what many authorities termed the "greatest football game of all time." The service rivals battled to a 21-21 tie in a timely dedication of Chicago's Soldiers Field.

There have been many other truly

(continued on page 25)



#### (continued from page 23)

great battles down through the years. The one outstanding feature, however, is that season performances and the form charts have to be discarded. These are replaced by the intangibles: flaming spirit, grim determination and will to win. Any one or a combination of these has spelled out victory for both sides on many occasions, despite seemingly overwhelming odds.

Possibly this ability to come from behind, to turn defeat into victory, is an indication of the type of men who have gone on to even greater success in other fields of endeavor.

The roll call of former grid greats at both Academies will bear scrutiny. Through the years, the players in the Army-Navy classic have gone on to become outstanding military leaders and among our nation's most honored heroes.

No less than 80 Navy gridders have become admirals. Their names are familiar ones—Bill Halsey, Jonus Ingram, William Standley, Robert Ghormley, John H. (Babe) Brown, Richard E. Byrd and Tom Hamilton, to list a few.

The Army has a comparable list with James Van Vleet, Omar Bradley, Charles Born, George Smythe, Norris Harbold, Sam Brentnall, Vern Prichard and Leland Hobbs, One of the Army's best known generals, Dwight Eisenhower, still laments a mid-season knee injury that benched him for the Navy game.

The word, "hero," has a twofold meaning applied to many of the players. There was Tackle Slade Cutter whose field goal produced Navy's 3-0 victory in 1934, one of the great upsets of the series. Ten years later, Commander Slade Cutter was a multi-decorated submarine skipper. And the log of the 1935 Navy team shows that 13 of the players were killed in action in World War II.

Army's first All-American was Paul Bunker, the only man ever to hit the All-American team at two positions. Colonel Bunker died in a Japanese prison camp during the war. The list is ever growing. In the current Korean conflict, 20 former Army gridders have been killed in action, three are missing and 72 have been wounded.

Among those who gave their lives in Korea are Tom Lombardo, John Trent, Ray Drury, Ug Fuson and Bill Kellum, all varsity men since 1944 whose playing exploits still are fresh in the memories of those who will watch the 53rd renewal of football's greatest rivalry November 29 in Philadelphia.

# Army-Navy Scores

Year			1903 1904	Army 40 Army 11	Navy 5 Navy 0
1890	Navy 24	Army 0	1905	Army 6	Navy 6
1891	Army 32	Navy 16	1906	Navy 10	Army 0
1892	Navy 12	Army 4	1907	Navy 6	Army 0
1893	Navy 6	Army 4	1908	Army 6	Navy 4
1894	No game		1909	No game	
1895	No game		1910	Navy 3	Army 0
1896	No game		1911	Navy 3	Army 0
1897	No game		1912	Navy 6	Army 0
1898	No game		1913	Army 22	Navy 9
1899	Army 17	Navv 5	1914	Army 20	Navy 0
1900	Navy 11	Army 7	1915	Army 14	Navy 0
1901	Army 11	Navy 5	1916	Army 15	Navy 7
1902	Army 22	Navy 8	1917	No game	

1918	No game		1935	Army 28	Navy 6
1919	Navy 6	Army 0	1936	Navy 7	Army 0
1920	Navy 7	Army 0	1937	Army 6	Navy 0
1921	Navy 7	Army 0	1938	Army 14	Navy 7
1922	Army 17	Navy 14	1939	Navy 10	Army 0
1923	Army 0	Navy 0	1940	Navy 14	Army 0
1924	Army 12	Navy 0	1941	Navy 14	Army 6
1925	Army 10	Navy 3	1942	Navy 14	Army 0
1926	Army 21	Navy 21	1943	Navy 13	Army 0
1927	Army 14	Navy 9	1944	Army 23	Navy 7
1928	No game	11413	1945	Army 32	Navy 13
1929	No game	4000		Army 21	Navy 18
1930	Army 6	Navy 0	1947	Army 21	Navy 0
1931	Army 17	Navy 7		Army 21	Navy 21
1932	Army 20	Navy 0	1949	Army 38	Navy 0
1933	Army 12	Navy 7		Navy 14	Army 2
1934	Navy 3		1951	Navy 42	Army 7



If you have a favorite way of performing some ordinary household task, of have discovered a short-cut in the performance of some chore, send it along. Nash Airflyte Magazine will pay five dollars for each contribution published. None will be returned. Address all contributions to Nash Airflyte Magazine, 431 Howard St., Detroit 31, Michigan.

Put a small piece of white soap in your sewing basket. Stick needles and pins in it and they will run through cloth more easily.

Miss Joyce Wells Farmington, Mo.

Need only a few drops of lemon juice? Prick lemon with fork, squeeze out the juice you want, return lemon to refrigerator to keep until next time.

> Mrs. James E. Baker St. Louis, Mo.

To hold card tables together securely when placing them side by side to make one long table, slip large rubber bands over the adjoining legs of the tables.

Elwood Enderson Ridgeway, Iowa

A quick, easy way to remove old wallpaper is to spray boiling water on the walls with a spray pump. Wet about 12 feet at a time, then pull off in the original strips.

Jerry Hubbard Orangeburg, S. C. To keep onions whole while being cooked, pierce through center with a toothpick or large needle.

> Mrs. Irven Vietmeier Forreston, Ill.

My outdoor work (trimming tall shrubs, washing windows, painting low buildings on exterior) is much easier since I constructed this wheeled stepladder. After I have finished in one place, I merely pick up the handles and wheel it to the next place. Use discarded wheels from a child's wagon and add handle bars.

Arnold E. Herb Monrovia, Calif.



To keep clothes hangers from jamming together on a closet rod, cut evenly-spaced grooves or notches across the top of the rod to hold the hangers in place.

Mrs. Grace L. King Dixon, Ill.

Put those French doors to use by using them as picture frames. Scotch tape your 8 x 10 photos in center of glass panel, zig-zagging according to the number of photos you have to display. The doors back against wall present a very pleasing array.

Mrs. Ames Cross Mount Ayr, Iowa

If you spill grease on your floor, pour ice water over it. The cold water hardens the grease and makes it easy to scrape up.

Mrs. A. Luggen Bellevue, Ky.



A bridge table is very handy in the sick room. When serving meals just fold two of the legs up and slip over the bed on the patient's lap. This is much easier to handle than a tray.

Mrs. Noel Carrico Glendive, Mont.

# Go Continental





You'll like the appearance and practical advantages of the new Continental Tire Mount for your Ambassador or Statesman. The beauty of your car will be further enhanced by this smart and sophisticated accessory. Not only does the exterior mounting provide you with extra luggage space — the Continental Tire Mount is hinged at the bottom so that it tilts outward to permit easy access to the luggage compartment. Let us show you the Golden Airflyte Continental Tire Mount today.



# Smiles the road

#### PACT

The following sign was observed in a small West Texas Cafe:

The banker has agreed that if I won't cash any checks he won't sell any chile.

Billie Blount Greenville, Texas

#### PESTIMISTIC

A sign on a pest control business in San Mateo, Calif., reads: OUR BUSINESS IS SIMPLY KILLING

> William H. Penaat San Francisco, Calif.

Share your smile with Nash Airflyte readers and be richer by five dollars. Nash Airflyte pays five dollars for each Smile Along the Road contributed by a reader and selected for publication. All contributions become the property of Nash Airflyte and none will be returned. Send your contribution along to Nash Airflyte Magazine, 431 Howard St., Detroit 31, Mich.

#### NO SKIDDING!

While motoring toward West Point, I noticed the following sign: ROAD SLIPPERY WHEN ICY

> Mrs. Arthur B. Troup Colonial Heights, Va.

FOR GOLDEN LISTENING PLEASURE



NASH DUO-COUSTIC RADIO is designed for your Golden Airflyte to give you the ultimate in listening pleasure. Balanced sound reception throughout the car is assured by the twin speakers that flank the instrument panel. Five push-button controls provide fully automatic tuning. The station dial is well-lighted for quick, clear identification at night. Golden listening pleasure is yours—with a NASH DUO-COUSTIC RADIO.



#### TILL WE MEAT AGAIN

While driving through Hazleton, Ind., I saw this sign on a fish market: If you can't make both ends meat, make one fish.

> Mrs. Joe Baird Vincennes, Ind.

#### FREE DISHES

A New Castle, Ind., drive-in theatre advertises:

OFFICIAL FLYING SAUCER LOOKOUT STATION

> Miss Donita Beguhn New Castle, Ind.

#### SUBSIDIZED

I lived in Japan for two years, and while riding along one of Tokyo's busy streets I saw the following sign:



William Duggan College Park, Md.

#### PARABLE

Be a PATIENT PEDESTRIAN

Not a PEDESTRIAN PATIENT

Miss Julia M. Turnage Memphis, Tenn.



#### KISSASTROPHE

Sign seen along a Vermont highway:

The man who can drive safely while kissing a pretty girl is not giving the kiss the attention it deserves.

> Joseph Marchalonis Bristol, Conn.

#### TV OR NOT TV

This notice was posted on the wall of a downtown Los Angeles office building:

BABY SITTER

RATES: Without TV-95c hour With TV-65c hour

Bob Diedrich

Los Angeles, Calif.



Now is the time to make certain your car will give you quick dependable starting all winter long.

. . . and it's the time, too, to insure your car against unnecessary trouble and repairs.

Winter is moving in - with its sudden snow squalls, slippery roads and quick freezes.

You'll want your WINTERIZING SERVICE to be performed right – and we have the facilities, modern equipment and trained personnel to give your car complete, Nash-Planned winter protection.

Then

goes
down

like this

YOU'LL BE READY!





COOLING SYSTEM SERVICE

**ENGINE OIL CHANGE** 

ENGINE TUNE-UP

COMPLETE LUBRICATION

SAFETY AND ELECTRICAL INSPECTION



MOST MODERN SERVICE

U. S. POSTAGE
PAID
DETROIT, MICH.
Permit No. 5548

Howard E Kilborn 906 Bauman Ave Austin Minn



# THREE ~ Going On Four

Will, this issue, Nash Airflyte Magazine begins its fourth volume. We have greatly enjoyed coming into your home these past three eventful years. We hope that we have been able to inform you as well as entertain you. Your letters and suggestions have been most helpful. And we covet your continued good will as a member of the Nash Family.

## ENSTAD NASH, INC.

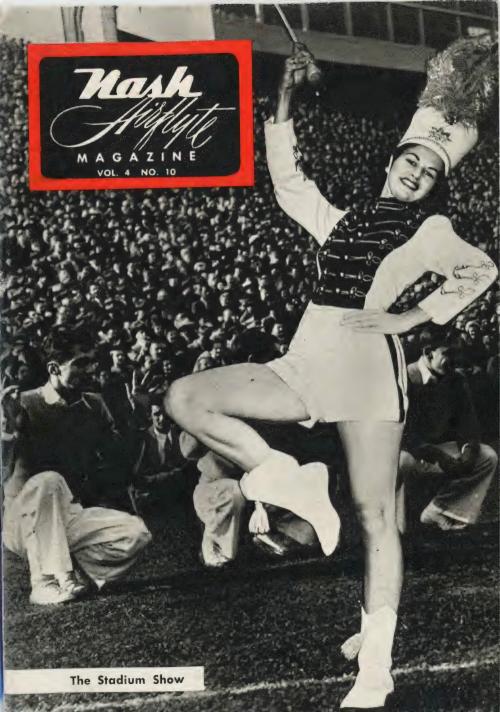
1327 Oakland Ave., W.

Austin, Minn.

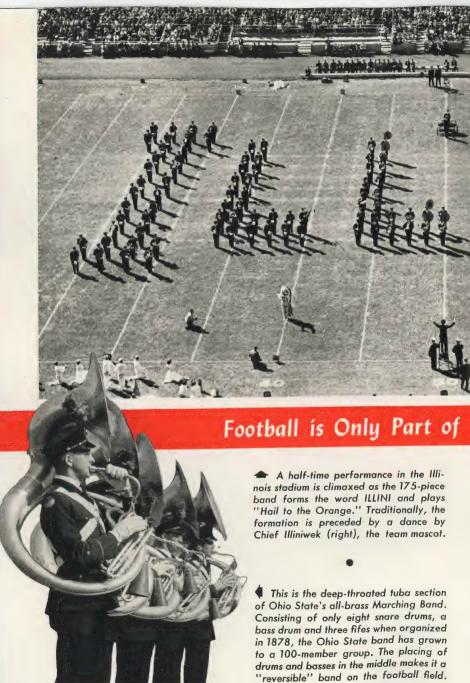
Phone 9639

More For Your Wash at Enstad Nash

14-5









## THE STADIUM SHOW

CARD-CHEERING sections — those human mosaics that cover full sections of football stadiums—are West Coast inventions, but it's folly to argue their place of origin.

Furthermore, the quickest way to start a "hassle" in a Big Ten alumni gathering is to make a comparison of the marching bands of Illinois, Ohio State, Michigan or Purdue.

Down in the Southwest the vote is solidly for swing bands over the Midwest's massive, music-making platoons. Florida's University of

(continued on page 6)



(continued from page 5)

Miami confidently notes that its half-time extravaganzas are "tops in football entertainment." Even Yale, with dignity befitting the Ivy League, hails its band as a marching group that has incorporated valid symphonic and instrumental music into its repertoire.

All this is by way of showing that colleges and universities are understandably proud of the music, the color, the cheering, the acrobatics and the mascots that are as much a part of the Saturday afternoon spectacle as the football game itself.

Time and effort are poured into these projects. One 23-minute performance by the 175-piece University of Illinois band, for example, requires months of planning, three one-hour-and-40-minute marching drills on the band's own practice field and two evening rehearsals. Of course, the band must be furnished with charts of its maneuvers—and there'll be at least 40 a season—and scores for each musician.

How different this is from the early days of college bands—like that Decoration Day at Columbus, O., in 1881 when somebody hid all the mouthpieces so that the Ohio State band, lacking about a third of its membership and needing practice badly, would not have to lead an ROTC parade.

Card-cheering sections are projects requiring the cooperation of as many as 4,000 students. The block pictures usually are born on a sheet of crayoned graph paper, and final

arrangements call for loyal helpers to thumbtack the cards to the stadium seats at 7 o'clock on the morning of the game.

The University of California claims credit for starting such stunts back in 1908. But even before that —in 1899—Cal rooters turned up for a game wearing blue and gold rooter hats.

Stanford, however, argues that card stunts were introduced in 1904 when some Indian rooters draped white muslin shawls over their heads to form a white block "S" against the background of red rooting caps.

Stadium entertainment takes many forms. It may be an agile drum major twirling firebrands or swords with abandon. It may be a mascot like Chief Illiniwek, who has danced in front of the Illinois band for 26 years. It may be the precise maneuvering of a student corps like West Point's, Annapolis' or VMI's.

Or it may be a bevy of pretty girls, like the Hurricanettes of Miami, who stage colorful half-time pageants in elaborate costumes.

Unique among the college entertainers is the University of Iowa bagpipe and drum band, known as the Highlanders. Originally the band was a men's organization, but when World War II virtually wiped out male enrollment at the university, a call went out in the campus newspaper for co-ed enlistments. More than 200 girls applied, and 55 were chosen.

In addition to its football game appearances, the band has toured 50,000 miles and performed before 3½ million people in 27 states, Canada and Europe.



Even the cheerleaders must be in good condition for a football game. This University of Michigan somersaulter gets an unusual view of his seven colleagues.



The heavily autographed head of the drum is evidence of the places visited by the University of Iowa's Scottish Highlanders. Marcia Raffensperger is one of the 61 members of the co-ed pipe band.





### The Versatile MR. DAY

WHETHER the job calls for the recording of a lullaby or a blustery novelty tune, the emceeing of a television show, the mimicry of a radio skit or the dramatic-vocal role in a movie, the man to fill it is Eugene Denis McNulty. You know him as Dennis Day.

Dennis is currently successful in four entertainment media.

As master of ceremonies for the RCA Victor Show on the NBC television network, he has an opportunity to sing, to give impersonations and to fill dramatic roles.

Before the war Dennis made a few films but was never satisfied with the results. "All I did was sing a number or two," he explains. "It was like being a guest star." Now, after being off the screen for six years, Dennis is handling genuine acting parts for 20th Century-Fox.

Two of Dennis' best record hits

who's

AMONG
Mask
OWNERS

who



are poles apart in appeal, one being "Sleep, My Child" and the other, "Clancy Lowered the Boom." His versatility was reflected, too, when his voice was dubbed in for a Disney cartoon character, "Johnny Appleseed."

On radio, of course, Dennis still sings on the Jack Benny show and seemingly outrages Jack with his impersonations and gags.

Except for a twist of fate some 15 years ago Dennis would be a lawyer today. After he had finished a pre-law course at Manhattan College, he delayed entering Fordham's Law school to recuperate from an operation. While awaiting a new semester, he recorded a few songs.

An executive of a Canadian firm heard him sing "Jeannie With The Light Brown Hair" and gave him \$75 to record it.

The "Jeannie" record vaulted Dennis to stardom, for it was this disc that Dennis sent to Jack Benny when the comedian was holding auditions to replace Kenny Baker.

The clincher in Dennis' getting the job came when Benny called "Oh, Dennis" to a group of the better applicants selected for "live" auditions. "Yes, please," piped up Dennis, and Benny slapped the desk and whooped, "That's it!"

Dennis joined the Benny troupe in 1939. Subsequently, while kidding around during rehearsals, Dennis pulled his now famous impersonations on Jack. They were incorporated in the script, and the fans loved them.

Dennis, the owner of a Nash Rambler station wagon, is married and the father of three boys. He first showed his singing talent while a boy in New York, but he sang so loudly that his parents sent him to the basement to practice.

Dennis may appear the empty-headed, gullible youth on the air, but actually he is a smart business-man who takes his work seriously. He holds to a rigid schedule of voice exercises and tirelessly rehearses his skits. But it's all right with Dennis if fans still look on him as the simple character. An actor, he feels, is accomplished when he can make the public believe in his characterization.

## Harrisburg, Pa. - - - Scene of



### HORSEDOM'S CROWNING GLORY

By W. DAYTON SUMNER

hands will blare in martial rhythm at Harrisburg, Pa.; glistening equine aristocrats will parade before packed stands, and the Pennsylvania National Horse show will be officially open for 1953. This pageantry of the grand opening heralds a week of the stiffest competition in the horse world.

Before the week is over, more than 600 horses will have appeared in the arena; more than 70,000 people will have crowded into the stands, and \$35,000 in prizes will have been awarded to the winning competitors in 150 separate contests.

During the week spectators will have a chance to watch the best representatives of every breed or type of horse ridden and driven by the world's best amateur and professional horsemen. They also will thrill to the world famous musical ride of the Canadian Mounties.

The Penn National is different from other horse shows. Careful planning and modern equipment behind the scenes have removed the tedious delays that plague so many other shows. The spacious arena

Miss Pennsylvania, queen of the 1952 horse show, rules over an international court of admirers—France's Pierre d'Oriola, Ireland's Captain Lewis Magee and Captain Joachim d'Harcourt of Mexico.



It's not an all-male show at Harrisburg. Women vie in open riding competition.

provides every spectator an excellent view. Acres of parking space just outside make it easy for the crowd to come and go in comfort.

But the biggest difference between the Penn National and other horse shows lies in the variety of competition offered. There are events for every kind of horse recognized by the American Horse Shows Association from the tiny Shetland ponies to the powerful thoroughbred hunters—from lordly American Saddlebreds to lowly cow ponies.

(continued on page 12)



Where teamwork counts. Mexico's Major Victor Carillo and his horse clear jump.

Head and head, two horses are urged over an obstacle by their French riders.



(continued from page 11)

There are 19 completely separate divisions of competition, each providing its own kind of thrills and entertainment.

Although the show is called a national horse show, it is truly international in its scope. In addition to the entries from 25 states last year, there were contestants from two Canadian provinces. Also, the U. S. Olympic squad met teams from four foreign countries (including two former Olympic champions) in the international jumping tests.

The Penn National first came into being in 1946 when a group of Harrisburg horse enthusiasts, headed by the show chairman, Harry G. Banzhoff, took a long look at the State Farm Show buildings and decided that they would make an ideal plant for a great horse show. They made their plans carefully, got the local Kiwanis Club to sponsor the show and help with ticket sales (the proceeds go to the Kiwanis Youth Foundation), and put on two highly successful shows.

The show got an extra boost in 1948 when the international jumping teams were added, bringing the show's prestige up to equal and rival the famed old Madison Square Garden show in New York.

The State Farm Show buildings provide the world's best horse show facilities. There are 14 acres of land under one roof with stabling provided for 650 horses. A horse can be taken from any stall in the vast barns to the arena without having to take a single step outdoors in bad weather. And there are adequate areas outside for exercising horses when the weather is good.



# SHOWPLACE OF NAUTICAL HISTORY

By BERNARD L. GORDON



Built in 1841, the 314-ton whaleship Charles W. Morgan is docked at the Mystic Seaport.

aboard a one-hundred-foot-long square-rigged ship that once circumnavigated the world with a crew of boys? Or set foot on an ancient whaling vessel that earned for its owners more than two million dollars? Or walk the decks of a two-masted schooner that took part in the War of 1812?

These and many other interesting remnants of marine lore can be found on the Marine Historical Association grounds at Mystic, Conn. Yearly, thousands of tourists flock to the picturesque Marine Museum on the east bank of the Mystic River. Many travelers come by boat and make use of the Cruising Club of America dock and the

extensive docking facilities provided by the Museum. A three-acre lot is set aside for parking. Adjacent to the docks is the oldest yacht club building in the United States, Station No. 10 of the New York Yacht Club which was built in 1845.

The Mystic Seaport has reconstructed on its 22-acre waterfront tract of land an authentic street from the Mystic of a century ago. A pleasing vestige of the past, imposing Seaport Street is a restoration which resembles Williamsburg, Va., or Sturbridge Village, Mass.

Today, on cobblestone-paved Seaport Street at the Mystic Museum, there can be found a rigging loft, rope walk, sail loft, spar shed,

(continued on page 14)



■ Visitors peer at the carved bust of Joseph Conrad serving as figurehead for the square-rigger that bears his name.

(continued from page 13)

ancient apothecary shop and many other buildings typical of a New England seaport of a hundred years ago.

The Marine Museum contains approximately 25,000 exhibits. On the three floors of the Stillman building there is located a veritable treasure trove of nautical miscellany. Here can be found whaling implements, rare documents, ship models, magnificent oil paintings and prints, and a myriad of scrimshaw oddities of bygone eras. Next door is located the Mallory Memorial Building which houses the famous Clifford D. Mallory collection of paintings and ship models.

Docked alongside Seaport Street are three sailing vessels whose masts tower over the countryside. There is the 169-year-old two-masted schooner Australia, a gift to the museum by Mrs. E. Paul duPont. Nearby is the last New England

whaleship, the 112-year-old Charles W. Morgan. Moored near the spar shed is the 71-year-old windjammer, Joseph Conrad, now used as a training ship for Sea Scouts and Girl Scout Mariners during the summer. Each group of teen-agers sleeps on board the Conrad and is tutored by capable supervisors in the ways of seamanship, navigation and nautical lore.

During the summer of 1952, a total of 582 Sea Scouts and Girl Mariners camped aboard the *Joseph Conrad*. This past summer visitors to the museum at the right times saw nautical scouts returning from cruises on the \$200,000 auxiliary schooner *Brilliant*, which was recently presented to the museum by Briggs S. Cunningham.

Last year more than 80,000 persons visited Mystic Seaport. This total included 6,000 school children on field trips from various schools. As evidence of the water traffic to and from the museum, between May 15 and September 1 last year 691 yachts tied up for a stay at the museum's docks.

The Mystic Marine Museum is easy to reach by car. Route 1, the Old Boston Post Road, runs through the village of Mystic, or if you follow Route 84, you can turn off at Old Mystic and take Route 27 for two miles to the Museum's doorstep.



At Mystic is the oldest yacht club building in the country, the New York Yacht Club's Station 10, built in 1845.

MacDonald Steers, assistant curator of the museum, addresses a group of Sea Scouts on the stern of square-rigger.





## VACATIONLAND, In the Fall

(continued from page 17)

in the Blue Ridge and Great Smoky Mountains, a vivid combination of pine and hardwoods, draw many thousands of visitors. One of the country's most popular autumn vacation attractions is the Blue Ridge Parkway, running through Virginia and western North Carolina. Two new sections near the southern juncture with the Great Smokies opened recently. Salt water fishing all up the Atlantic Coast shore is at its best in fall, and one can swim even in November from Carolina down the coast.

In early October, fall coloration is at its height in Northern Michigan, Wisconsin, Minnesota and the New England states. Hillsides are colored by the scarlet sumac, green Norway pine, orangish-red oaks, beeches and maples. The Adirondacks, Catskills, Green and White Mountains and the Berkshires make a nice week's tour.

Many seasoned travelers say Colorado and New Mexico's Rocky Mountains are most spectacularly beautiful in the fall when the aspen are turning a golden yellow color atop their white trunks, splashing the green pines and grass-covered mountainsides with "mirrors" that shimmer in the gentle autumn breeze as they reflect the sunlight. Hints of winter in the snow-dotted peaks only heighten the enjoyment one gets from the countryside then as he stores up experiences and memories to tide him through the winter.

Moss-draped and studded with ancient cypress, Florida's Everglades National Park offers some of the nation's outstanding pan fishing. Fall travelers find it relaxing.

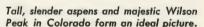


Washington's Mount Rainier shows its beauty in clear Fairy Lake "looking-glass."



The foliage is vivid, the gravel road traffic-free at Evans Notch in Maine.

Lunch becomes a banquet at a stop on the Blue Ridge Parkway in North Carolina.











## **CASHMERE** Goes Glamorous

By JEAN SHARLEY

HE KASHMIR GOAT of the Himalaya mountains would be a surprised animal if he could see what is happening to the coat off his back.

For years and years, his precious fleece has come winding down the trail to be woven into luxurious, but strictly tailored, sweaters and casual coats. This year the old goat has gone glamorous.

Found only in the remote fastness of Central Asia, the small, horned goat is a frugal animal, protected from the extreme cold by an undercoat of fine fleece and by a thick outer coat of coarse hair.

The finest fleece is found on animals living at fantastic heights. The natural shades are gray, brown and white. White cashmere, the rarest of all, commands a premium price.

The cashmere goat produces very little; a male about four ounces and a female about two ounces a year. A year's yield from four to six animals is needed for a sweater, the yield from 20 goats for an overcoat.

The animal is never shorn. The soft fleece is plucked or combed out, the coarse hair being removed first by hand and then by special machine. It is said that during the processing cashmere loses from half to three-quarters its original weight.

Designer Tina Leser teamed her French blue velveteen fireside pants with a pink cashmere cardigan that ties at the neck with beige French ribbon, brocaded with blue and pink flowers and crystal beads. From earliest days, when it was regarded more precious than gems, until today cashmere always has been a "touch" fabric. Only Vicuna (worn by only one person of every 1,100,000 in America) surpasses it in fineness.

The woman who can't tell rayon from silk or challis from dimity has no trouble with cashmere. She reaches, touches and knows by its softness that she is in the company of the most elegant of wools.

This touch appeal has unhappily relegated cashmere, until now, to the luxury class . . "It's soft and fine so it must be fragile."

Now look what's happened.

Designers have discovered that cashmere is no more perishable than any fine woolen . . . that it takes color with a delicacy unmatched by any fiber . . . that it tailors with a fluidity beautifully appropriate to festive as well as casual clothes.

Add the arrival of a new dressweight cashmere that's bulkless and comfortably tuned to indoor temperatures, and you'll see why cashmere is on the high fashion map for the first time.

Cashmere dresses appeared in the latest New York designer press showings. One by Herbert Sondheim was beige, bound with rose-embroidered beige grosgrain ribbon.

Tina Leser teamed her French blue velveteen fireside pants with a pink cashmere cardigan that ties at the neck with beige French ribbon, brocaded with flowers and beads.

(continued on page 22)

## **CASHMERE GOES GLAMOROUS**

(continued from page 21)

You'll hang cashmere skirts as well as sweaters in your closet this fall. Paired, the separates achieve the casualness of a skirt-and-sweater team and the elegance of a fine spectator dress.

Camel colored cashmere is used for an Italian-inspired suit. Its texture assures almost complete creaseresistancy.

Even the classic cashmere coat has had a glamor shot in the arm.

Originala, the famous classic coat manufacturers who first designed navy and red cashmere coats, now have added cafe au lait, pepper brown, pecan, sable, bright blue and cream to their color chart.

Imagine an inky black cashmere tapered coat with a collar of snowy ermine, or a natural otter shawl collar on a fitted coachman cashmere.

Sapphire buttons glow against the newest black cashmere coats; ruby against navy; topaz against natural and brown shades.

How will cashmere suits, skirts and dresses wear?

As well as any fine wools, say the fabric experts. Send them to the best dry cleaner you know. In between, straighten the nap with a soft brush.

And don't make the mistake of keeping your cashmeres in mothballs waiting for an "occasion."

The day when the fabric mantled only regal shoulders is gone. Cashmeres were meant to be worn by all.

Here is Originala's theater coat of black cashmere with an ermine collar. Diamond-seaming that shapes the sleeves curves under the arms and low in back.





Above: Beltless sheath of pepper red cashmere knit — from the Oleg Cassini collection. Matching suede and grosgrain bands are buckled under the bosom and slant away to make a deep V in the back.

Above, right: The texture of this cat's-eye beige cashmere suit makes it almost crease-resistant. It's in Ben Zuckerman's fall and winter collection. The buttoned collar and wrist facings are of taupe velvet.

Right: The "chin hi" cashmere blouse is an ideal separate to hang in your closet this fall. Loops of ribbed cashmere at the neckline may be casually draped or worn high in a bow, as shown by the model here.





STRAW-HATTED butchers and fishermen in oilskins share tables with statesmen and movie stars at Boston's Durgin-Park Restaurant, located in a far-from-modern five-story building opposite sprawling Faneuil Hall Market. They say that in the last 75 years Durgin-Park has had three changes in chefs, none in its menu. The standbys on the bill of fare—printed in an archaic

## BAKED INDIAN PUDDING

1 cup yellow granulated corn meal 1/4 tsp. baking 1/2 cup black molasses 1/4 cup granulated sugar 1/4 cup lard or

Mix all the ingredients thoroughly with one half (¾ quart) of the above hot milk and bake in very hot oven until it boils. Then stir in remaining half (¾ quart) of hot milk, and bake in slow oven heat five to seven hours. Bake in stone crock well greased inside.

Cheltenham type—are still roast beef rare, baked beans, New England boiled dinners, chowder, baked Indian pudding, apple pie, apple pan dowdy. Seasonal treats include bear steak, raccoon and venison pie during the winter, blueberry pie and strawberry shortcake in the summer.

Durgin-Park traditions include the right of any male diner to wear a hat in the tin-ceilinged dining rooms, the no-reservation policy, the waitresses' fabulous memories and the secretly blended coffee.



butter



## TRAFFIC LIGHTS

Sentinals of Our Highways

A NOREW JOHNSON was President when probably the first illuminated traffic signal was installed at a London intersection.

A lantern with green and red sides was mounted on a 22-foot tower and was rotated by a traffic constable operating semaphore arms at the base of the tower. But the unsightly installation came to a disastrous end; it literally blew up from a neighborhood gas leak.

So far as known, the first attempt to control traffic mechanically in this country was made in Cleveland in 1914. Batteries of four green and four red lights were installed at two intersections along Euclid Avenue. But the project was abandoned because of motorists' complaints of the delay.

Salt Lake City, Utah, introduced the first electrically interconnected signal system in 1917. Six intersections were linked so that a cagey motorist, holding his speed to 15 miles an hour, could drive the entire half-dozen without a pause.

The Middle 20's in traffic-light history was marked by an orgy of special signal indications. Arrow lenses, purple lenses, and lenses with crosses showed up.

Then the traffic signal industry began to take stock of itself. And out of this consultation came the now universal 8-inch lens, standardized colors and light positions—red at the top, green at the bottom—and later the yellow-after-green sequence for changing signals. Standard positions and colors were de-

signed to aid color-blind people; the yellow-after-green to discourage the running of lights.

Basically, traffic signals haven't changed much in the last 25 years, except that they are lighter, better built and more efficient.

Control apparatus, however, has advanced from the crude, hit-and-miss stage to the "electronic policeman" era. The newest fully automatic signal timer is capable of detecting dense intersectional traffic and giving the right-of-way to each street in accordance with the volume of automobiles.

Engineers constantly are working on new controls and signal designs. Yet, in spite of what may be developed, birds will continue to build nests in the signals and small boys will go on taking pot shots at them with snowballs. And motorists will continue to bless the green light and curse the red.

The whim of a policeman determined the traffic flow during the early days of signal lights. His controls not only changed lights but also rang a bell.





You don't need a cheese cutter to have neat, uniform slices of cheese for your snack tray. Just use an ordinary piece of white sewing thread.

> Mrs. R. Miller San Francisco, Calif.

Candles frequently wilt in a warm place. To prevent this, dip them in shellac and hang them by the wick to dry.

> Miss Elizabeth Williams Hartford, Conn.



If a watch or small clock is used beside a sickbed, the ticking can be deadened by placing the timepiece inside a glass tumbler.

> Mrs. Jim Henry Denton, Texas

To count packaged coins, put a piece of carbon paper over a sheet of white paper and strike down on the carbon paper with rolled coins. Each will leave its mark on the paper below.

R. N. Knauf Forest Junction, Wis.

Lighter fluid is an excellent cleaner for crepe-soled shoes. It removes grass and other stains as well as dirt. Best results are obtained when the fluid is applied with a small pad of absorbent cotton.

> James Duncan St. Charles, Va.

If sheer nylon gloves become soiled on a trip, they can be washed without removing them from the hands. Dry with a paper towel, and all the moisture will be gone in a jiffy.

Mrs. James A. Pressley Rochester, N.Y.

Put a lollipop in the center of each popcorn ball when you make them. Gives the ball a handle for easier eating and a surprise for the one who eats it.

> Mrs. Bernice Clesiman Scottsbluff, Nebr.

This is an easy way to supply ice for an automobile ice box. Save your milk carton, fill it with water and put it in your deep freeze. Use this iced carton in place of ice. It keeps cold much longer and does not leak

Mrs. V. E. Anderson Cable, Wis.

About a half-tray of ice cubes added to your hot starch will cool it quickly without making the mixture too weak.

E. J. Oakley Evansville, Ind.



When I must make repairs in a dark place, I tape a pencil flashlight to the tools I am using. Thus I have plenty of illumination right where I need it.

Bill Speer Phoenix, Ariz.

To keep hot sandwiches "hot" for a trip or a picnic, put the cooked weiners or hamburgers in the buns, wrap them immediately in aluminum foil, and place them in a pre-heated covered casserole. They are really steaming when ready to eat later.

Mrs. G. W. Miller Bedford, Ohio If you have a favorite way of performing some ordinary household task, or have discovered a short cut in the performance of some chore, send it along. Nash Airflyte Magazine will pay five dollars for each contribution published. None will be returned. Address all contributions to Nash Airflyte Magazine, 431 Howard Street, Detroit 31, Mich.

Here is how I solved the problem of getting silverware to dry unspotted: I punched holes in the bottom of a large tomato juice can, placed the silver upright in the can and rinsed with hot water. The non-corrosive lining of the can prevents rusting, and the silverware drains dry and spotless.

Mrs. Irving Cunningham Modesto, Calif.

When making a one-crust pie, drop the unbeaten white of an egg into the pie tin lined with the unbaked crust. Swish the egg around to make a coating over the crust. This will prevent the crust from becoming soggy, and the egg white may be poured out and used in pie.

Mrs. James K. Lovett Chester, Vt.

Soiled paper flowers can be cleaned easily by placing them in a paper bag along with a cupful of table salt. Hold bag closed at the top and shake well.

> Mrs. Mary G. Pierce Wyandotte, Mich.

When ironing lingerie sprinkle a little cologne on the ironing board and let it dry. The garments then are perfumed when they are ironed.

> Miss Kay Mason Davenport, Iowa



### HALF-DONE

Seen in a shop window in northern Wisconsin:

OUT TO LUNCH
BACK IN 20 MINUTES
HAVE ALREADY BEEN GONE
10 MINUTES
J. B. Weckler
South Bend, Ind.

## FULL GUARANTEE

Noted in a Greenville, S.C., cafe: THE HUMAN BODY, PROPERLY CARED FOR, WILL LAST A LIFETIME Noel Green

Greenville, S.C.



## WITH HAND SIGNAL?

I noticed this sign while driving to Peoria, Ill.:

WORMS — TURN LEFT AT NEXT CORNER Miss Helen Geier Glasford, Ill.



## COMEBACK

This is the stern warning in a cemetery in South Bethlehem, Pa.: PERSONS ARE PROHIBITED FROM PICKING FLOWERS FROM ANY BUT THEIR OWN GRAVES

Mrs. Neva Lacey Vandalia, Mo.

Share your smile with Nash Airflyte readers and be richer by five dollars. Nash Airflyte pays five dollars for each Smile Along the Road contributed by a reader and selected for publication. All contributions become the property of Nash Airflyte and none will be returned. Send your contribution along to Nash Airflyte Magazine, 431 Howard St., Detroit 31, Mich.



# The Woman Driver" 95 Welcome Here

Ladies will find
our service department convenient,
our personnel courteous
and our service complete.



U. S. POSTAGE
PAID
DETROIT, MICH.
Permit No. 5548

Howard E Kilborn 906 Bauman Ave Austin Minn





## TO THE LADY OF THE HOUSE

We know this is a busy season for husbands. During the summer-to-fall changeover around the house perhaps hubby has neglected needed service for your car. Why don't you volunteer to bring it in to us for that service? You will find that our morning rush is over by 10 a.m. At that mid-morning hour we can give you prompt and courteous attention.

## ENSTAD NASH, INC.

1327 Oakland Ave., W.

Austin, Minn.

Phone 9639

More For Your Cash at Enstad Nash

14-5



## CHRISTMAS ISSUE . 1952



VOL. 4

NO. 2

Editorial Offices: 431 Howard St., Detroit 31, Mich.

Published by and distributed with the compliments of your Nash Dealer

COPYRIGHT 1952 • NASH MOTORS DIVISION OF NASH-KELVINATOR CORP.

### FEATURED IN THIS ISSUE

Is There A Santa Claus? Page 4	Favorite Holiday Dishes Page 18
How To Choose Toys Page 8	Winter Can Be Fun! Page 20
Decoration Tips For	The Evolution Of The
Christmas Page 10	Christmas Tree Page 24
A Star For Mother Kyes Page 14	Christmas Carols Page 27
	_

Picture Credits—Cover, p. 27: H. Armstrong Roberts; pp. 2-3: Harold M. Lambert Studios; p. 7: Wide World Photos Inc.; pp. 8, 9: American Toy Institute; pp. 10, 11, 12: Florists' Telegraph Delivery Association Inc.; p. 25: Elliot Stock; pp. 28-30: Beurmann-Marshall.

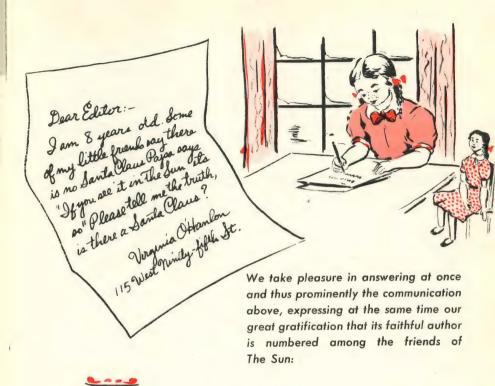




## Is there a Santa Claus?

This famous editorial was written by Francis Pharcellus Church of the New York Sun in 1897. The origin of the Santa Claus article is best described by Edward P. Mitchell, who was in charge of The Sun's editorial page.

"One day in 1897 I handed to him a letter that had come in the mail from a child of eight, saying: 'Please tell me the truth, is there a Santa Claus?' Her little friends had told her no. Church bristled and poohpoohed at the subject when I suggested that he write a reply to Virginia O'Hanlon; but he took the letter and turned with an air of resignation to his desk. In a short time he had produced the article which has probably been reprinted during the past quarter of a century, as the classic expression of Christmas sentiment, more millions of times than any other newspaper article ever written by any newspaper writer in any language. Even yet no holiday season approaches without bringing requests from all over the land for the exact text for repeated use on Christmas Day."



IRGINIA, your little friends are wrong. They have been affected by the skepticism of a skeptical age. They do not believe except they see. They think that nothing can be which is not comprehensible by their little minds. All minds, Virginia, whether they be men's or children's, are little. In this great universe of ours man is a mere insect, an ant, in his intellect, as compared with the boundless world about him, as measured by the intelligence capable of grasping the whole of truth and knowledge.

Yes, Virginia, there is a Santa Claus. He exists as certainly as love and generosity and devotion exist, and you know that they abound and give to your life its highest beauty and joy. Alas! how dreary would be the world if there were no Santa Claus! It would be as dreary as if there were no Virginias. There would be no childlike faith then, no poetry, no romance to make tolerable this existence. We should have no enjoyment, except in sense and sight. The eternal light with which childhood fills the world would be extinguished.

Not believe in Santa Claus! You might as well not believe in fairies! You might get your papa to hire men to watch in all the chimneys on Christmas Eve to eatch Santa Claus, but even if they did not see Santa Claus coming down, what would that prove? Nobody sees Santa Claus, but that is no sign that there is no Santa Claus. The most real things in the world are those that neither children nor men can see. Did you ever see fairies dancing on the lawn? Of course not, but that's no proof that they are not there. Nobody can conceive or imagine all the wonders there are unseen and unseeable in the world.

You tear apart the baby's rattle and see what makes the noise inside, but there is a veil covering the unseen world which not the strongest man, hor even the united strength of all the strongest men that ever lived, could tear apart. Only faith, fancy, poetry, love, romance, can push aside that cuttain and view and picture the supernal beauty and glory beyond. Is it all real? Ah, Virginia, in all this world there is nothing else real and abiding

No Santa Claus! Thank God! he lives, and he lives forever. A thousand years from now, Virginia, nay, ten times ten thousand years from now, he will continue to make glad the heart of childhood.

Mrs. Edward Douglas, the former Virginia O'Hanlon, is now assistant principal of Public School 31 in New York. At 63, she says she still believes in Santa Claus because the little children in her school have no doubt he exists, and the older children "have just as much Christmas spirit as they ever did."

Of the 1897 editorial, Mrs. Douglas told Nash Airflyte Magazine's interviewer, "When I read it as a girl, it spoke of a world I knew. Now, when you read it, with its reference to tens of thousands of years from now, you realize the certainty of the world 50 years ago as compared with the uncertainty now.

"Let us hope at this Christmas season that the dangers will disappear and the hearts of children can be glad for tens of thousands of years."



# How to Choose

Some Do's and Don'ts Designed To Help Assistant Santas Make Wise Gift Selections

by RUTH MILLARD

Whether you shop for your own youngsters or play Santa to the children of friends and relatives, it's a big help to make a list of ages and interests of the gift recipients before you make your visit to toyland.

Here are some do's and don'ts suggested by Dr. Grace Langdon, child development adviser of the American Toy Institute, to help assistant Santas do the best possible job.

Don't put off toy shopping until the last minute when stocks are depleted and the sales girl may be too tired and harassed to tell you what a girl of five will like best.

Do observe at play the children on your Christmas list, if you possibly can. Most youngsters will give very definite clues to the varied play interests that are uppermost in their minds at each age level.

Don't give an expensive toy to a particular child in a family and neglect the other youngsters. An

equal amount of attention—though not necessarily gifts of the same value—is desirable in the interests of harmony.

Do give consideration to possibilities of group play when there are several children in a family. For example, a gift of a set of blocks might be for "all the youngsters" with a set of farm animals for the four-year-old to use with the fences he will build; while a set of dollhouse furniture might please a six-year-old sister to use in the houses

Glamor doll (above) wears real mink coat and dark glasses in Hollywood manner. Caterpillar-bulldozer (below) has scraper blades that adjust from the driver's seat.





Plastic-coated paper doll costumes can be washed and will stand repeated sewing.



Junior and his sister are dressed in the latest style space costumes.

she will erect from the same blocks.

Don't select a toy with the idea that the child will eventually grow up to it; he will, but he may lose interest in it before he does.

Do buy what the children on your list will make best use of this year—not next.

Don't give up on buying toys just because you lack knowledge of the children's individual interests. Although individual capacities and enthusiasms vary widely, there are many basic types of playthings that have sure appeal in different ways at different age levels.

Do consider toys that suggest everyday experiences—toys that act as a starter but leave the child free to use them to carry out his own ideas. For example, realistic housekeeping equipment will be used by one youngster to repeat the arrangements in his own home. Another may pile it all into a truck and act out the drama of moving into a new home. A collection of rubber balls in different sizes and

colors will be interesting and educational for the baby who is discovering what he can do with his hands and for the older child who enjoys throwing them. Picture books are classified by age interest, to make a wise choice easy.

School age youngsters are interested in words, numbers, time and measurements. They enjoy sets of numbers and letters, simple games that call for counting and keeping score. They enjoy clock faces and things with which to measure. As they advance in school, they like games that use knowledge learned in the classroom.

These are some general points on choosing toys that will be of the greatest benefit to the youngsters on your Christmas list. For detailed information on children's play interests at different age levels, Dr. Grace Langdon has written a booklet, "How To Choose Toys," which is available free of charge from the American Toy Institute, 200 Fifth Avenue, New York, N.Y.

## TIPS FOR CHRISTMAS

Design Your Holiday
Decorations To Fit The
Style Of Your Home
by HAROLD R. HEWEY



Any woman can design artistic Christmas decorations for her home if she is armed with a few helpful hints from expert flower stylists.

To create striking and original holiday arrangements, all that is needed is a little basic information and the right floral materials.

According to Mr. Alyn Wayne, official flower stylist for the world-wide Florists' Telegraph Delivery Association, an important pointer to remember this year is:

Design your Christmas decorations to fit the style of your home.

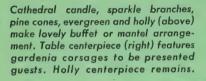
For a modern house or apartment, for example, the flower stylist suggests Yuletide arrangements that are simple, with the emphasis on line and form.

Mount a big Christmas candle on a plain brass tray. Arrange sprays of spruce or pine so they climb about two-thirds of the way up the candle. Use floral clay to hold the branches in place. Then blend in a vertical line of white pompons or carnations. For a sophisticated touch to this modern design, surround the base of the candle with a cluster of chartreuse Christmas tree balls.

Here's another modern arrangement from the notebook of the man who creates master designs for the 9,500 florists who fill the nation's orders for flowers-by-wire.

Fill a tall container with shredded styrofoam (available at any florist's, either shredded or in blocks—and an invaluable ally for the woman arranging at home). Then, choosing Fuji mums for their bold texture, design a vertical column of about four flowers, one above the other.







Now, at the base of the arrangement place three more mums to make a horizontal line at a right angle to the vertical one. Now the two lines of flowers follow the shape of the letter "L." Complete by adding three or four spruce branches and wiring half a dozen cedar cones to the spray.

For an early American atmosphere, FTD's official stylist recommends a wrought-iron and pottery planter as a container. In a planter with three pottery bowls, he mounts a candle firmly in the center of each bowl. Using floral clay as a holder, he surrounds the candles with sprays of foliage and clusters of bright red berries. For a final touch, he encases each candle in an antique glass chimney. Attractive, and safe, too.

Here's another, perfect for a cock-

tail or end table:

Put a bowl or any handy container inside a deep red and white Yule basket. Fill the container with shredded styrofoam to hold the arrangements in place. Then, design an "L" of foliage (either cedar or spruce), anchoring each branch firmly in the styrofoam. For contrast with the greenery, use six or eight big white chrysanthemums, placing the larger flowers lower in the design. For a final note of cheer, wire clusters of berries onto the branches and add three or four pine cones with tips painted a silver blue.

For Victorian decor, start with any appropriate shallow container already in your home. Holly berries and greenery can be contrasted with interesting bare branches flocked in white. One or two reindeer can be

(continued on page 12)

(continued from page 11)

placed at the base. For the ultimate in the Victorian mood, the entire design is enclosed in a bell jar.

"Don't follow the rules too rigidly," warns Mr. Wayne. "It's your own imagination that adds individual charm to each arrangement. So, use your ingenuity—and improvise."

For instance, try a seasonal switch. Instead of a candle, substitute a striped candy cane. Also, add originality by combining cut flowers with traditional Christmas foliage.

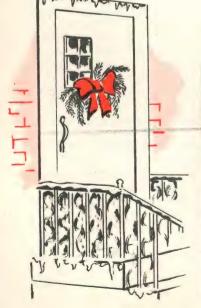
Here's another idea for a centerpiece—and conversation piece—for a holiday luncheon. Cover a 20-inch cone of chicken wire with any suitable greenery, such as juniper. Then attach small orchid corsages to the foliage. When your guests arrive, each one is invited to help herself to her own private corsage. Afterwards, the tree can be re-decorated with carnations or pompons and still serve as an attractive table piece.

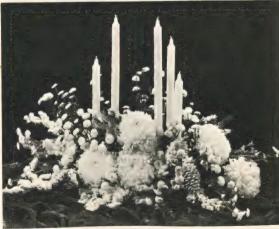
Hundreds of different door decorations can be made from simple raw materials, including spruce or cedar sprays, pine cones, berries, ribbons and styrofoam. A snowball of styrofoam serves the same purpose as a flower holder in these arrangements. Many variations on the same theme can be created by inserting sharpened branches of foliage into the styrofoam in different patterns. For extra originality, try a door "swag" using wicker hoops, jolly Santas, reindeer or Christmas bells.

Holiday table decorations can show lots of ingenuity. Dramatic dried materials such as thistles, seed pods and driftwood take on a holiday glow with a dusting of silver. They will provide a striking contrast to dark-toned traditional furniture.



Regal candles rise from clusters of mums and pompons nestling in silvered pine cones and snow-laden evergreen to provide this spectacular centerpiece.



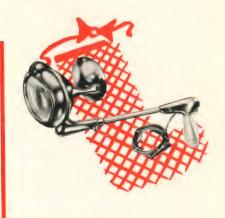




Always the Perfect Christmas Gift

Mash Select ACCESSORIES









## A Star for Mother Kyes

by BELLE C. EWING

The children of Hazard and Cany Creek, isolated mining communities in the mountains of Kentucky, would have no Christmas if it were not for Lizzie Perry Kyes of Riverside, Calif. "Mother Kyes," as she is affectionately known, is a small, spritely woman who has known 92 summers and no winters.

Mother Kyes learned about these mountain children eight years ago. A missionary friend told her that many of them had never owned a store toy, that many had never had a Christmas tree and that some did not even know the true meaning of Christmas.

It was then that Mrs. Kyes set about collecting broken, discarded dolls and other toys. Some of the dolls are badly battered when they reach her. But, undaunted, she takes old kid gloves and makes the missing limbs or hands. Her daughter, Vera,

who is an artist, retints their faces. Mother Kyes makes tiny shoes from bits of kid and crochets others. She makes dolls from bobby socks. The heel makes the "sitdown."

This ambitious woman does not limit herself to dolls for little girls. Into her boxes of cheer go hair ribbons, necklaces, colorful pins and earrings for the older girls. Marbles, necklaces, bandannas, books, games are included for boys.

Lizzie Kyes has a great deal of love in her heart and a great deal of talent in her nimble fingers. The love—she pours out on the unknown children; the talent—on the broken, discarded dolls. Last year she sent four boxes of clothing and three boxes of dolls.

Mother Kyes came to Riverside in a stagecoach from Colton 73 years ago. She is a relative of Commodore Oliver Perry who saw service against the Barbary Pirates and won laurels in the War of 1812.

This year, college girls will ride muleback up the creek beds and over narrow, winding trails into the Kentucky mountains to deliver Mother Kyes' packages to the children, who otherwise would have no Christmas.

Somewhere there is a star shining for Lizzie Perry Kyes.



## Season's Greetings

AFTER CAREFUL DIAGNOSIS
THE MEMBERS OF OUR
SERVICE DEPARTMENT
HAVE PRESCRIBED

for you...





MOST WORLD'S
SERVICE





ORNAMENT, WHITE SIDEWALLS OPTIONAL

## The Greatest Story an Automobile Ever Told

Here is one automobile that speaks for itself.

And its story of beauty, performance, comfort
and economy is echoed by thousands of Nash
Colden Airflyte owners everywhere. It's Ameri-

One ride and you'll know the story yourself. Listen to the comments inspired by its Pinin Farina beauty, the most admired design of our times.

Slip behind the wheel and test the new Super Jetfire engine—the great Nash powerplant that scored its second straight victory over all American engines in the 24-hour "Grand Prix"

Look around you at the spacious interior unmatched in room and comfort. Wide, wide seats that recline, if you wish—even make up into Twin Beds . . . far greater eye-level visi—and the greater safety and rigidity of exclusive Airflyte construction.

J'ou'll boast about the handling and parking ease of your Nash Golden Airflyte. And riding comfort? The automobile editor of a national magazine called this "The finest shockproof today."

Whether you look, listen or drive—your first minutes will tell you a great story of the car that has set the new style pattern.

Talk to your Nash dealer. Learn how easy it is to own the smartest, most luxurious of today's fine cars—the car that sets a new Golden Standard of motoring—the new Nash Golden Airflyte.

## Favorite Holiday Dishes Eding

## HILLTOP HOUSE, Omaha, Nebr.

## CORN SOUFFLE

Mix in order 2 cups corn (cream style), 1 cup bread crumbs, ½ cup melted butter, ½ teaspoon salt, ¼ teaspoon paprika, ½ teaspoon sugar, 1 teaspoon chopped parsley, 1 tablespoon chopped onion, ½ cup milk and 2 eggs well beaten. Pour into well-buttered casserole. Bake in pan of hot water about 1 hour and 15 minutes at 375 degrees.



## CHRISTMAS FARM INN, Jackson, N. H.

## FISH PUDDING

Boil 3 pounds haddock. Remove bones and skin. Flake. In separate pan melt large lump of butter; add 2 tablespoons flour, 1 pint hot milk and I teaspoon nutmeg. Cool sauce; add the fish. Beat the yolks of 2 eggs and add to the mixture. Beat whites of eggs and fold into above. Bake in a well-buttered deep dish in a moderate oven 350 degrees until firm. Serve with lobster sauce.

## PINE TAVERN, Bend, Ore.

## FATTIGMANS BAKKELSE (Danish Christmas Pastry)

Beat slightly 5 egg yolks, 1 egg white. Add 5 rounded teaspoons sugar. Beat. Add 5 tablespoons heavy cream, 1 tablespoon brandy, 4 crushed cardamom seeds. Flour. Roll thin. Cut in 2 x 2½ diamond shapes. Slit center; pull one end through. Cook 6 or 8 at once in deep fat. Drain and dust with powdered sugar.



## THE DOLL HOUSE, Salt Lake City, Utah

## PUMPKIN PIE

Combine 1 quart hot milk, 1 can pumpkin (No. 2½ size can), 2 cups brown sugar, 1 teaspoon nutmeg, 1 teaspoon cinnamon, 1 teaspoon salt, ½ teaspoon ginger, 8 tablespoons corn starch. Cook for 10 minutes. Fold in 5 beaten eggs and cook a few minutes. Fill pastry shell as needed. Serve with whipped cream.



## THE INN, Buck Hill Falls, Pa.



## LIGHT FRUIT CAKE

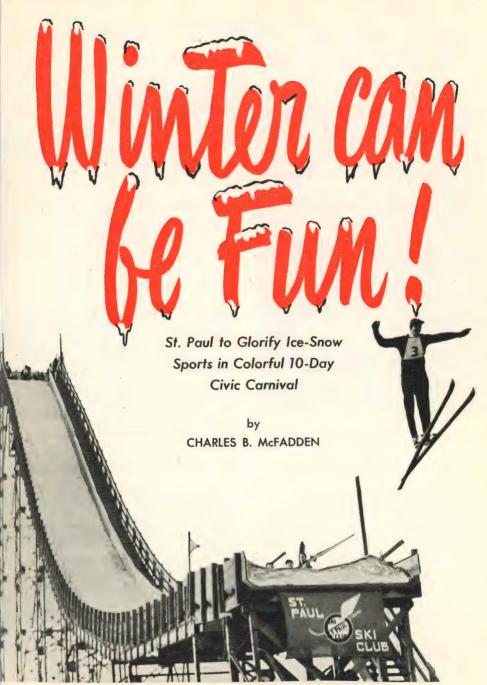
Add 6 oz. currant raisins, 8 oz. sultana raisins and 10 oz. chopped candied fruits to 8 oz. sifted cake flour. Gradually mix 8 oz. powdered sugar with 8 oz. salt butter (softened), keeping mixture light. Add 5 eggs and beat. Add 2 teaspoons rum or brandy extract, ½ teaspoon orange extract and ½ teaspoon lemon extract. Then add fruit and flour mixture gradually. Place in pan; cover tightly with wax paper. Steam 2¾ hours. Bake in 275-degree oven about 1¼ hours.

## PUREFOY HOTEL, Talladega, Ala.

## RAW CRANBERRY SAUCE

Put 1 quart cranberries, 2 apples and peel of ½ orange through food chopper (coarse knife). Cut 2 large oranges in small sections with scisors, add 2 cups sugar, stir well and set in refrigerator. Will keep several days. Nice to serve as sauce or congealed as salad, adding 2 cups pecans, or served in parfait glasses as dessert. Half of this recipe for small family.





Many of nation's top ski jumpers take part in contest at Battle Creek Slide.



Carnival's Ice Fishing Contest at White Bear Lake attracts some 7,000 persons.

Even in the "land of ice and snow" winter can be fun. To prove it, St. Paul annually comes up with a Winter Carnival, a colorful civic festival that has been called the "Mardi Gras of the North."

Here for 10 days each winter Minnesota's capital city overlooks its customary cold weather, often sub-zero during the carnival, to glorify such winter sports as ski jumping, speed skating, hockey and ice fishing—events that attract thousands of participants and spectators.

This year's winter pageant, unmatched anywhere in the nation, will open Friday, January 30, with the crowning of a native of King Boreas XVII (Ruler of the North Wind). Next day, Saturday, January 31, King Boreas will lead the grand parade of uniformed marchers, floats and bands.

Bitter cold or not, the parade winds three miles through St. Paul streets, past the St. Paul cathedral and Minnesota capitol and into the civic auditorium. The winter carnival parade is the only one in the world that winds up before an indoor audience. A torchlight version of the parade will take place Saturday night, February 7.

The big winter sports day on the carnival calendar this year is Sun-

(continued on page 22)
NASH AIRFLYTE MAGAZINE

(continued from page 21)

day, February 1. Scheduled for that day are the National Speed Skating Championships at Lake Como at noon, the Ski Jumping Championships at Battle Creek slide in the afternoon and the world-famous Ice Fishing contest at White Bear lake, also in the afternoon.

Other events crammed into the Winter Carnival will be: crowning of a Queen of the Snows (selected from St. Paul beauties sponsored by commercial firms), a national drum majorette contest, the world's largest square dance (more than 2,000 square dancers from all over

the Upper Midwest), an amateur ice show, sports car race on ice at Lake Phalen, mutt races, curling and even bridge championships.

Vulcan, the Fire King, will arrive in St. Paul Monday, February 2, to begin his traditional battle with Boreas for domination of the carnival. Masked Vulcan, whose identity is not revealed until the end of the carnival, is destined to bring the carnival to a spectacular close by driving Boreas from his throne amid a giant fireworks display. Thus, Vulcan hails the coming of warm weather. During the carni-

Crowning of King Boreas and Queen of Snows is high light of Winter Carnival.





Masked Vulcan, the Fire King, battles King Boreas for domination of Carnival.

val Vulcan and his men, who turn up unexpectedly on the streets and at carnival events, steal kisses from the women.

For the spectator—and hundreds of them come from all over the nation to join the million people living in the Twin Cities metropolitan area—the Winter Carnival means 10 days of being continually on the go.

Sponsoring the show each year is a group of St. Paul business leaders known as Saintpaulites Inc. President is Robert J. Fitzsimmons.

The first St. Paul Winter Carnival was held in 1886, and the carnival was an annual event for three years thereafter, being canceled in 1889 because of an unseasonably mild spell.

The carnival was revived in 1916 by the late Louis W. Hill, son of James J. Hill, the "Empire Builder," and vigorously promoted until the first World War called a halt. It was revived in 1937 and ran through 1942, when it was again interrupted by a World War. Although there was a "victory" carnival in 1946, a full-fledged Winter Carnival was not staged again until 1947.

Old-timers say the carnival was started to correct the impression in the East that Minnesota in winter was a "Siberian waste." If the influx of tourists from other parts of the country at St. Paul Winter Carnival time is any indication, St. Paul seems to have proved its point: winter can be fun!

During Carnival, Vulcan and his men roam streets, steal kisses from women.





by A. M. SOWDER

Charles Dickens wrote—"There seems a magic in the very name of Christmas. Petty jealousies and discords are forgotten and social feelings awakened. Would that Christmas lasted the whole year through, and that the prejudices and passions which deform our better nature were never called into action among those to whom they should be strangers."

In other words, "Peace on Earth, Good Will Toward Men" should be our watchword at all times. The symbol for this Christian thought at Christmas is the Christmas tree.

The tree is the center of our Yuletide activities, whether it be for decorative purposes, a hiding place for presents from Santa or a focal point for community caroling and worship. The custom has become so well established and taken for granted that we seldom wonder how it came into being.

To make a long story short, we might say it all started with Adam and Eve and let it go at that. That legend describes how Adam took with him from the Garden of Eden. a cutting from the Tree of Knowledge. In due time, the cutting rooted and produced the wood that formed the Cross of Christ.

Our present American custom calls for an evergreen bearing a beautiful assortment of colored decorations and electric lights. We got the idea of using an evergreen from the Hessian soldiers who served in the American armies during the time of the Revolutionary War. They softened their homesickness with Christmas trees—a custom already well established in Germany.

Then there is the reference to a Christmas tree at Fort Dearborn, Ill., in 1804. Note that both instances have a military bearing. The trimmings of these first trees in America consisted of strings of popcorn and cranberries or small tufts of cotton.

Other decorations from that time till the turn of the present century were candies, flowers, ribbons, fruits, sweetmeats, replicas of foodstuffs and even paper ornaments, with candles giving light.

Contrast those decorations with our modern factory-made ornaments, tinsels, baubles, twinkling colored electric lights, artificial snow and plastic novelties, which came into use the past half century.

The idea of using a decorated Christmas tree appears to have developed in the Rhine Valley among the well-to-do families. Those of the Protestant faiths were the first to make use of Christmas trees, and it was not until the 19th Century that Roman Catholics followed suit.

From Germany it was an easy step for the custom to spread to Finland about 1800, Denmark 1810, Sweden 1820 and Norway about 1830. From the Scandinavian countries, the custom spread to France and England about 1840 with interesting accounts. One writer mentions that the first Christmas tree in England was one decorated for Princess Mary, the daughter of King Henry VIII and his wife, Catherine of Aragon.

It is generally conceded that Martin Luther, who lived from 1483 to 1546, introduced the custom of using lights on a Christmas tree. The story is told that he was strolling through the countryside alone one Christmas Eve, under a brilliant starlit sky, and his thoughts turned to the Nativity of the Christ Child. He was awed by the beauty of the sky and the wintry landscape: the blue light (continued on page 26)

Martin Luther (1483-1546) is credited with introducing Christmas tree lights.





(continued from page 25)

on the low hills outside Weimar, and on the evergreens, the snowflakes sparkling in the moonlight.

Returning home, he told his family about it and attempted to reproduce the glory of the outdoors. To a small evergreen tree he attached some lighted candles to portray the reflections of the starry heavens.

The idea of decorating trees could be an outgrowth of a practice adopted by ancient tree worshippers. Gifts of food were frequently hung in the branches as offerings to the deities. Such givings were a Christian trait; thus, the gifts were hung in "Christian trees" or Christmas trees.

Some persons trace the origin of the Christmas tree to an earlier period. The Romans observed the Saturnalia, and part of the ceremony was to raise evergreen boughs while children danced around a tree under which gifts were placed. Some believe this custom was carried by the Romans to peoples they conquered.

The early Scandinavians are said to have done homage to the fir tree. To the Druids, sprigs of evergreen in the house meant eternal life, to the Norsemen, they symbolized the revival of the Sun God, Balder. To the superstitious, the branches of evergreen placed over the doors would keep out witches, ghosts and the evil spirits.

The fir seems to be the tree most commonly mentioned in reviewing the evolution of the Christmas tree. The fact that the twigs of the balsam fir resemble crosses more than do other evergreens may have had something to do with it.

Now the tie-in with the Adam and Eve legend. Tracing the tradition back through the ages, one can see the evolution has been a combination of legends, tree worships, superstitions and beliefs, plus the need for something symbolic. The Tree of Knowledge cutting developed into the Cross of Christ, a branch from an evergreen represents life eternal, the fir tree was designated as the Christ Tree, and the cross branching—especially balsam fir—had special significance.

The decorations may have come about as offerings to deities, and the first lights represented stars.

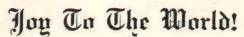
The star we use on the top of the tree represents the North Star that guided the Wise Men to Bethlehem. And may the Christmas tree as we know it today continue to be our guide to Peace on Earth—Good Will Toward Men.

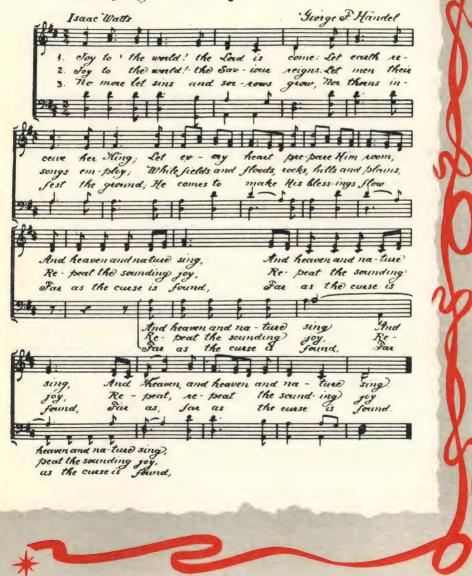


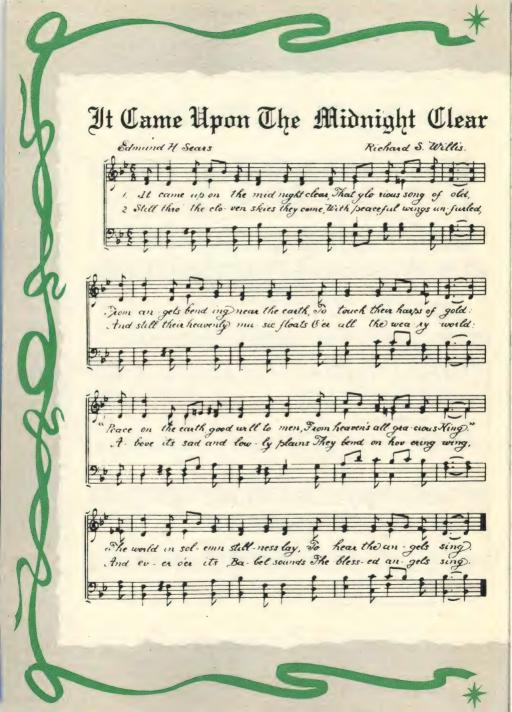
## Christmas Carols

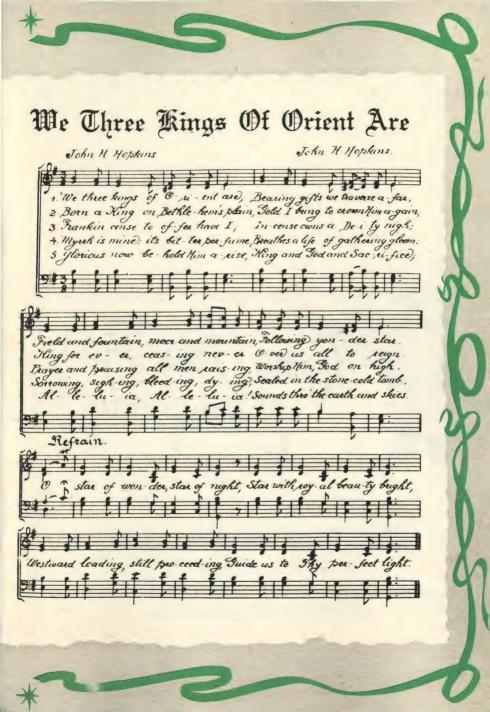












U. S. POSTAGE
PAID
DETROIT, MICH.
Permit No. 5548

Howard E Kilborn 906 Bauman Ave Austin Minn



# ENSTAD NASH, INC.

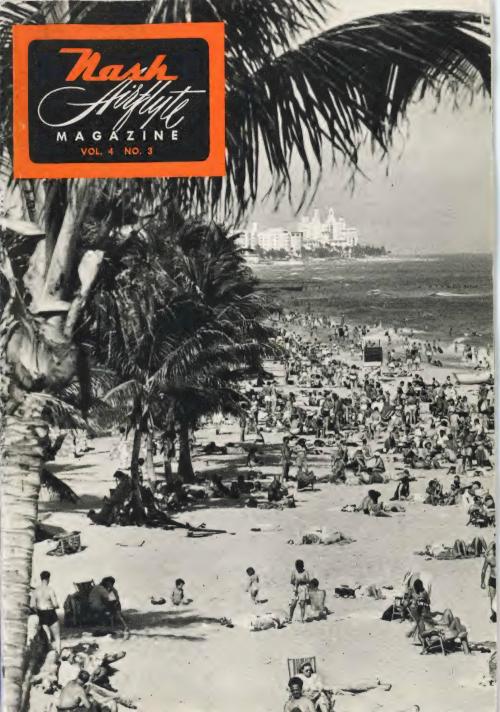
1327 Oakland Ave., W.

Austin, Minn.

Phone 9639

More For Your Cash at Enstad Nash

14-5





VOL. 4

NO. 3

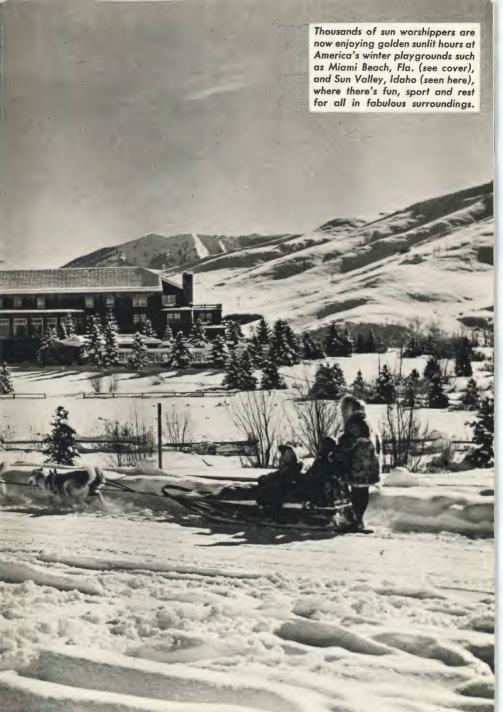
Editorial Offices: 431 Howard St., Detroit 31, Mich.
Published by and distributed with the compliments of your Nash Dealer
COPYRIGHT 1953 • NASH MOTORS DIVISION OF NASH-KELVINATOR CORP.

#### FEATURED IN THIS ISSUE

TV Sportscasting Has Its	
Headaches	Page 4
Sanibel Island	Page 7
Lincoln's New Salem	Page 8
Favorite Eating Places	Page 11
Highway Holiday	Page 12
George Washington-In Marbl	e
And Bronze	Page 14

The 1953 Ambassador And		
Statesman	Page	16
Let's Fight Transportation		
Paralysis	Page	22
Hitchhiking Hen	.Page	25
Helpful Hints	Page	26
Smiles Along The Road	Page	28





# TV SPORTSCASTING HAS ITS HEADACHES



NBC Sports Editor

So you sit there by the microphone and you look into the camera and you chat friendly-like with a vast viewing audience who hang onto your every word. You have, your friends say, the world's softest job.

Well, your friends can go jump into the nearest swimming pool usually reserved for Olympic trials. TV sportscasting is not the cinch chore most folks consider it to be.

On radio, you could make a minor fluff and get by with it. Ah, but on TV, all is different. Tell the viewer of a boxing bout that so-and-so smashed a left hook to the jaw, and he'll correct you.

"That wasn't a hook," corrects

Mr. TViewer, "that was a jab." Chances are he's right. Sometimes your homeviewer of the bout differs with what we see at the ringside. Haven't you seen the ball game where the outfielder runs back to the fence to make a leaping onehanded catch of a long fly ball? Your announcer is befuddled. He isn't watching the TV picture: he's looking at the action on the field. And centerfield is a long way off. While the TV spectator sees the outfielder glove the ball, the announcer is making with words like-did he catch it, or didn't he catch it?

And this is how your video announcer gets a surplus of headaches.

"Ah," says his audience, "that guy doesn't know what he's talking about"

The boxing bout presents a particular problem. The less the announcer says, the better. Suppose the announcer has a lot of interesting data on one of the contestants. He gives this as public information, so immediately he's accused of being biased. He talks too much about one boy, and says nothing about the other. So he's rooting. Of course, the fact that the other pugilist has done nothing to make news has nothing at all to do with the matter.

Fan clubs keep after the sports (continued on page 6)

The boxing bout presents TV Sportscasters a particular problem.





(continued from page 5)

announcer. Somehow, with the arrival of television, fan clubbers have become more rabid! Woe be to the announcer who utters anything but complimentary words about any athlete. Here is an announcer who'll be hearing shortly from the fan clubs—and he'll be hearing plenty.

Just the same, don't get me wrong.

sports events for longer than I care to count. I admit TV is tougher. But, the odd thing about video is the fact that it's more difficult, although the announcer is not required to talk as much. In truth, his job is harder because it's easier!

I've been recording outstanding

And, I'll swear to that!





by PORTER V. TAYLOR

Sanibel Island is only a short ferry ride from the Florida West Coast; but once there, you can easily imagine yourself on any remote South Pacific dreamland of your choice.

One paved road runs the 14 miles from one end of the island to the other. Almost every remaining foot is covered with coconut palms and other tropical vegetation right up to the edge of the shell-strewn beaches.

No commercial life reminds one of the hustle and bustle of the outside world. The principal industry of the few inhabitants is the collection of shells for novelty manufacturing companies. In addition to the typical country store, there is a church, a post office, the lighthouse and the Casa Ybel Hotel.

This hotel is a meeting place for

shell collectors from all over the world. Each year a Shell Fair is held and experts scour the beaches for rare specimens of nature's handiwork. The lengthwise location in the Gulf of Mexico makes one of the best shell-gathering spots in the world as each tide brings in hundreds of different kinds of shell life.

Although a Bird Sanctuary and Wild Life Refuge, there is enough fishing and shell hunting to keep the most active visitor busy. First-time visitors rarely escape a mild case of "Sanibel Shell Shock" because it is difficult to comprehend such an enormous assembly of shells in a natural setting.

Regular ferry service is provided for passengers and automobiles from Punta Rassa, Fla., which is reached by State Road 867 from U.S. 41 to Fort Myers, Fla.





Rutledge Tavern (reconstructed) was where Lincoln boarded. He slept in the loft.

#### by ERMA ESPY

More than a half-million tourists a year visit the New Salem Illinois State Park where it is easier to step back into the early nineteenth century than it is to find a parking place in the business district of your own town.

Re-created as a memorial to Abraham Lincoln, who lived in New Salem from 1831 to 1837 the reconstructed village not only pays tribute to him but constitutes a faith-

ful portrait of Illinois pioneer life.

The log cabin homes are fully furnished—circa the 1830s. Candle molds, cooking utensils, churns, rag rugs, hand-woven cloth, spinning wheels, dishes, furniture, books and other familiar objects of the day are here. To look at the neatly laid tables in some of the homes is almost to smell "cornbread, hog and hominy"—the sturdy fare that made up the menu of the year.

Stores and shops are stocked. If a cooper should show up to make barrels he would find everything he needed on hand. The original kettle waits at the hatmaker's. Ready for use in the cobbler's shop are awls, lasts and rasps, while forges and bellows stand at the blacksmith's.

There are bolts of calico, house-hold furnishings, brooms, shovels, implements, jars and jugs, clocks, dishes, firearms and many other things on the shelves and counters of the stores. One of these is the famous Lincoln-Berry store with its large front room where business was conducted and where Lincoln and his friends often gathered about the hearth to discuss local politics and swap stories. The "lean-to" at the rear served as a storeroom and was for a time Lincoln's bedroom.

The saw and gristmill, which Lincoln once managed, has also been rebuilt. So have the offices of the two doctors who tended the sick in the New Salem territory. In their reconstructed offices lie mortars and pestles, surgeon's instruments, medicine chests and old medical texts; and in their dooryards, herb gardens grow again.

Also reconstructed are the Rutledge Tavern, the post office (where tourists daily deposit quantities of postcards and picture folders for mailing), a church and a school.



The saw and grist mill . . . which Lincoln once managed . . . has also been rebuilt.

Evidences of the modern are kept under cover. There are no telephone poles or electric wires. There are no sidewalks or paved streets. There are no cars, as motorists are required to leave them at the lodge, near the entrance to the village. There is instead, appropriately, a fine old Conestoga wagon made in 1821 by wagon maker Manuel Custer. The wagon, now drawn about the grounds by two sleek oxen, was used a number of times by the Custer family in crossing the continent.

In its gardens, too, the village accurately relives its early life. No broccoli, cauliflower, egg plant, celery or any other of the newer varieties are to be found in the well-tended plots, but there are plenty of solid, matter-of-fact foodstuffs. In June, peas are bearing, beans are blossoming, potatoes are spreading their dark green leaves, corn is tas-

seling, cabbages are getting fat and heavy and tobacco is grow-(continued on page 10)

Sleek oxen pull 1821 Conestoga wagon about grounds of New Salem.



(continued from page 9)

ing tall. As the season advances, these and other garden crops mature and are harvested.

Hollyhocks flare in the gardens with four o'clocks, zinnias, columbine and phlox for company. Wild roses scramble over fences and gourd vines cling to ash hoppers, woodsheds and porches, doing much to give the village its settled and well-established look.

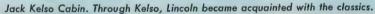
It is a strange coincidence that the six years Abraham Lincoln spent in New Salem constituted almost its entire life. When he arrived, a man of 22, the settlement, too, was young, consisting of only 10 or a dozen buildings. Two years after he left to practice law in Springfield, the county seat was moved to Petersburg, and in a few more years the village was abandoned and weed choked.

Begun in 1931, the restoration now includes 26 buildings. If the sturdy log cabins lack the glitter of Washington's Mount Vernon or Jefferson's Monticello, their rugged simplicity is nevertheless appealing—as appealing as the honesty and sincerity of the man they honor.

In addition to the log cabins there is an attractive 3,400-seat outdoor theater called the Kelso Hollow Theater. Nightly, from June until late August, visitors flock here to see "Forever This Land," Kermit Hunter's stirring pageant-drama of New Salem life during Lincoln's time.

One of the chief charms of the village is its quality of being lived in. It's as if the people had just stepped out—perhaps to pitch horseshoes, see a wrestling match, take part in a foot race or go down to the river to watch Abe Lincoln pilot the Talisman up the Sangamon.

New Salem is about 17 miles northwest of Springfield on highways 97 and 123. A restaurant called "The Wagon Wheel" is open seasonally and serves excellent modern food in an authentic early American setting. Year-'round guide service through the village is provided.







## MAXIM'S of Miami Beach

Since it was built in 1946, Maxim's of Miami Beach has been a favorite with the Florida visitor who appreciates the different, the exotic and the rare in culinary art.

Located at 9516 Harding Avenue, Surfside, the distinctive restaurant is noted for its excellent French cuisine rich in gourmet selections.

Even the most demanding diner will be impressed with the wide choice of dishes including such delectables as Oysters Bourguigonne, Filet of Red Snapper Bonne Femme, Poularde au Champagne, Coq au Vin Rouge, Duckling Bigarade, Rack of Lamb Persille, Crepes Suzette and Souffle au Grand Marnier.

In addition to these unusual dishes, there is a lengthy list of dinner plates and varied a la carte groupings to suit every taste.

A delightful French 17th century atmosphere permeates the restaurant. And the decorations and wall murals reflect a restrained elegance. Diners praise service as being impeccable.

Maxim's chef has released the recipe below for Nash Airflyte Magazine readers.

#### Stuffing for Roast Chicken

Mix thoroughly together: 1 cup cooked rice, 34 cup raisins, ½ cup blanched and pounded almonds, ½ cup finely chopped onions, ½ cup chopped parsley and the chicken liver, 3 oz. butter, 2 eggs, pinch of Basil, pinch of Origanon, salt and pepper.



Huntsville, Ala., Police "Arrest" Tourists to Invite Them to City's

# Highway Holiday

Rolling in their car down U.S. Highway 241 through Alabama, without a care in the world, a Michigan family was happy as could be as they headed for their winter home in Anna Maria, Fla.

But things began to happen in Huntsville, Ala., to dampen the high spirits of Mr. and Mrs. B. J. Weersing and their teen-age daughter, Joyce Darleen, of Muskegon, Mich.

Huntsville police arrested the Weersings, and held them 24 hours!

Mr. Weersing knew he wasn't speeding when he heard a motor-cycle cop's siren sound its ominous warning to "pull over to the curb." Puzzled, he stopped his car and was immediately confronted by two burly Huntsville city patrolmen.

The women looked on nervously as the police examined Mr. Weer-

sing's driver's license. A crowd of people was gathering, and tension was mounting in the Michigan family's car.

It was at this highly tense moment that Mayor A. W. McAllister stepped forward to explain that their "arrest" was just a Southern hospitality publicity stunt of the Huntsville Real Estate Board and that they were to be the guests of the city for 24 hours.

"We knew that something wonderful was going to happen to us today," chorused Mrs. Weersing and her daughter as they stepped from the car. Both women that morning had put on their slips wrong side out for good luck!

"If we had only known," Mrs. Weersing said, "we would have put on our Sunday clothes."

And that's how the "folks from up north" learned about "Highway Holiday," Huntsville's unique publicity gag and good will gesture toward tourists.

Escorted to the Russel Erskine Hotel where a suite "on the house" awaited their pleasure, the Weersings were kept happily busy for the following 24 hours as they received one courtesy after another, including gifts and services from some 50 Huntsville merchants and tours of the city provided by the aggressive

Huntsville Chamber of Commerce.

Some lucky tourist is stopped in this manner once each month in Huntsville. The plan, started last spring, was conceived by Mr. Jere Evans, president of the Huntsville Real Estate Board.

Since then, "Highway Holiday" has gained nationwide recognition. And those out-of-state drivers lucky enough to be "arrested" have reaped a windfall in gifts and services, valued in the hundreds of dollars, from Huntsville business houses.

The Weersings never dreamed what they were in for when the cops stopped them.







That the citizens of the United States should honor General George Washington, their first President, in marble and bronze was a natural result of their love and respect for the great hero of the Revolution. The first sizable monument (1) ever erected to his memory was financed by means of a lottery in the city of Baltimore and completed in 1829. Two years earlier, the citizens of Boonesboro, Md., built the first small Washington monument and located it on nearby South Mountain.





### - IN MARBLE and BRONZE

The present structure (2) built in 1936, is the third on the site. Equestrian statues of Washington have been popular, and two outstanding ones are located in Boston's Public Park (3) and Washington Park (4) in Chicago. The only statue of Washington (5) formed from life measurements is the Houdon statue, housed in Virginia's State Capitol, Richmond, while the best known, perhaps, of all Washington monuments is the towering 555-foot National Monument (6) in the Nation's Capital.









.. THE 1953 Hash Sirflytes



New Statesman 4-door sedan combines true luxury and spaciousness.

"Today or Tomorrow, There's
None so New as Nash!"

The truth of that slogan was dramatically borne out January 16 when the 1953 Ambassador and Statesman models were put on display in dealer showrooms throughout the country.

Featuring Pinin Farina's original continental styling and numerous mechanical advancements, the new models offer something excitingly new to the motoring world.

H. C. Doss, vice-president in charge of Nash sales, points out that horsepower of the 1953 Statesman engine has been increased more than 13 per cent, and that new Nash power steering is offered as an option for the first time in the Ambassador.

A new luxurious custom hardtop convertible, the Country Club, is featured in both the Ambassador and Statesman series. These models, Farina's latest styling accomplishment, provide both increased visibility and the open air advantages of conventional convertibles.

Four-door Sedans and 2-door Club Sedans in both Custom and Super series complete the Ambassador and Statesman lines for 1953.

Many major mechanical advancements are featured in the new Nash cars. The horsepower of the 1953 Nash Statesman "Powerflyte" engine has been increased from 88 to 100—resulting in higher top speed, 22 per cent greater acceleration, and with no sacrifice in traditional Nash Statesman economy.

The added horsepower in the sixcylinder L-head engine was gained by modifications which increased over-all engine efficiency without increasing displacement.

Among engineering changes in the "Powerflyte" engine are increased compression ratio from 7.0 to 1 to 7.45 to 1, a new double-barrel duo-flo carburetor, enlarged intake manifold passages, redesigned combus-

tion chambers, a new "highlift" camshaft and an improved exhaust system.

The 1953 Ambassador is powered by a high compression six-cylinder overhead valve engine developing 120 horsepower. Called the "Super Jetfire," this engine is designed to operate with a high degree of efficiency using regular gasoline.

The new LeMans Dual Jetfire Ambassador engine, offered as optional equipment, is a six-cylinder overhead valve engine, offering 140 horsepower at 4,000 rpm. Equipped with an aluminum cylinder head, it has a compression ratio of 8 to 1. Two side-draft carburetors work in conjunction with an oversized "Sealed - In Iso - Thermal" intake manifold. Like the Super Jetfire engine, its seven-bearing crankshaft is 100 per cent counterbalanced.

The LeMans Dual Jetfire engine powered the Nash-Healey sports car that took first place in its class and third among all entries in the 1952 LeMans, France, 24-hour sports car race. The Nash-Healey averaged 91.5 mph for 2,190 miles, with average speed of 99 mph on one lap and 140 mph on a straight-away.



"Airflex Suspension" provides greater riding comfort and handling ease.

Nash engineers say Nash power steering, optional equipment on Ambassador models, takes about 75 per cent of the effort out of steering, allows the driver to retain the "feel" of the car at all speeds under all road conditions, and gives positive directional control, even with hydraulic power off.

The new Nash models have an advanced type of independent frontend suspension called "Airflex Suspension," providing greater riding comfort and handling ease. Com-

(continued on page 20)

Verve and flair of true continental lines mark New Ambassador 2-door sedan.



(continued from page 19)

bined with Nash power steering, this new suspension system provides a new standard of steering ease, stability and safety.

Dual-Range Hydra-Matic Drive and automatic overdrive are available on all 1953 Nash Ambassador and Statesman models as optional equipment. Syncromesh transmission is standard on both cars.

1953 Nash models feature Nash-pioneered "Airflyte" unitized body construction, used in modern trains and planes. The integrated body and frame are welded together to form a single unit, which Nash engineers say is stronger and more rigid. Airflyte construction also reduces body weight, contributing to the exceptional fuel and operating economy of Nash cars.



LeMans race.

Unity and simplicity of design, characteristic of Farina styling, accents the length and sleekness of the new 1953 sedans and hardtop convertible models. Body lines flow gracefully from front to rear, and both front and rear fenders are fully enclosed. Bold wrap-around

Exclusive Nash convertible twin beds and "Airliner" reclining seats are optional.





New Ambassador is powered by "Super Jetfire" engine with 120 horsepower.



Statesman "Powerflyte" engine delivers greater passing acceleration with even greater economy.

ribbed bumpers are contoured to follow the outline of the fenders.

The 995-square-inch windshield is of one-piece construction, contoured both to the hood and fender line. The curved rear window of three-section design has an area of 1,008 square inches.

Door windows are framed with attractive aluminum extrusions, a unique construction principle developed by Nash. Side windows on Country Club models are permanently set in stainless steel frames.

Nash-developed door handles are of an exclusive "squeeze-type" de-

sign and lie nearly flush with the door panel.

The taillight assemblies are part of the extended rear fenders. The gas tank intake is concealed in the right taillight assembly, out of sight and in a protected position.

Many new exterior color combinations are offered in the 1953 line of Nash cars, including 27 solid and two-tone selections.

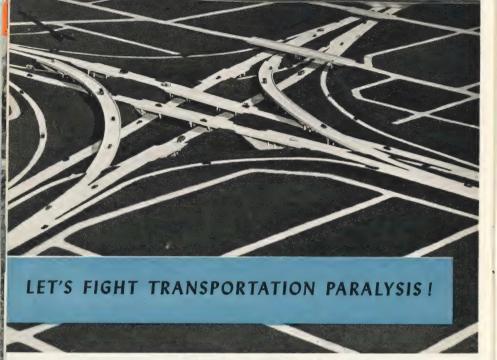
Beauty, exclusive features and economy are found in the new 1953 Nash Ambassador and Nash Statesman. And today or tomorrow, there's none so new as Nash!



New Nash Power Steering takes fully 75% of effort out of steering.



Large air scoop of Weather Eye extends full width of the hoo



### New Roads Will Cost Billions, But We Pay More If We Don't Have Them

One unique American freedom, so common that we seldom give it a second thought, is the freedom to go places.

We think nothing of driving 10 miles to work, or 200 miles to eat Thanksgiving dinner, or 70 miles to see a football game or a thousand miles to see a National Park.

This ability to conquer distances has gone hand in hand with our ability to build more cars, and more roads on which to drive them, than any other nation in the world.

It is hard to imagine America without this freedom of movement.

And yet, we are losing it. In recent years, we have sat by complacently and watched it slipping away, bit by bit.

We can still move, of course, but that's about all. As traffic congestion increases each year, it becomes more and more difficult for Americans to travel.

The reason for this creeping transportation paralysis is, paradoxically, our network of roads. Although we have the most extensive road system in the world, it has become so inadequate that it can no longer carry us safely from place to place at reasonable rates of speed.

Many highway experts agree that some cars on the road have more power and speed engineered into them than can be safely used—power that cajoles drivers to exces-

sive speeds and resultant dangers. This trend, combined with our inability to expand our highway system rapidly can affect our accident rate alarmingly. Adding fantastic horsepower to cars is simple—balancing the horsepower with the highways available, is more sensible.

Before World War II, highway building lagged far behind automobile progress; but since V-J Day, the gap between the two has broadened so rapidly that we now have only half the roads we need to accommodate our automobiles, trucks and buses.

While highway building has plod-

ded along at the same snail-like pre-war rate, more automobiles have been produced in the post-war years than in any comparable time period in the history of the industry.

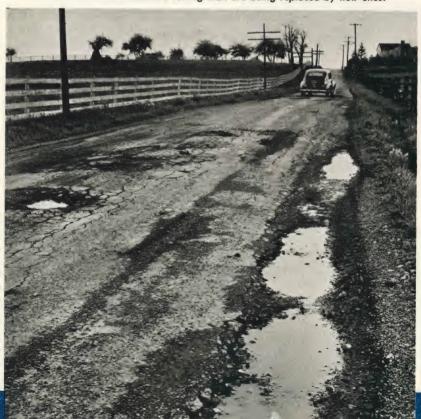
No dull charts or statistics are needed to illustrate this obsolescence of our highway system.

Those of us who battle to and from the shop or office each day in a bumper-to-bumper traffic snarl are painfully familiar with the problem at first hand.

Those of us who participated in that great American dilemma last summer, the week-end traffic jam, know the meaning of congestion.

(continued on page 24)

More miles of old roads are rotting than are being replaced by new ones.



(continued from page 23)

Those of us who no longer shop on Saturday nights because of the parking problem realize that more than the "open road" is involved in the decadence of our present transport system.

These are but a few examples of the hundreds of driving irritations and delays that are curbing our freedom to go places.

The remedy for this crisis is bigger, better, wider roads-and lots of them.

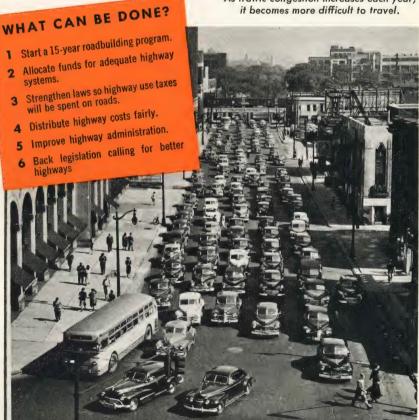
Sure, roads cost money-and lots

of it. But let's see what it is costing us not to have good roads.

We are paying a huge economic price for the inefficiencies in our transport system. Billions are wasted through accidents, lost time, lost wages, medical expenses, dented fenders, soaring insurance rates, rising taxes on vehicles and gasoline and countless other items

So it all boils down to this: We are paying for the roads whether we have them or not; and we pay more if we don't have them than if we do.

As traffic congestion increases each year, it becomes more difficult to travel.



# Hitchhiking Hen

Who's Mask

who

"I reckon I pet animals too much. Yes, sir, but I'm goin' to quit it. This is the last time a banty hen is going to take over my brand-new car."

That's Archie Yarbrough speaking. The car he's talking about is his new Nash Rambler Deliveryman. He bought it to haul himself and restaurant supplies between his home in Maryville, Tenn., and Archie's Grill in North Knoxville, about 25 miles away.

But he hadn't owned the Rambler more than a few days when the pint-sized chicken started laying eggs in the back end.

At first, Mr. Yarbrough just shooed her out and laid claim to each egg as fast as she laid it. But she tired of that and began to put up a squawk.

So Mr. Yarbrough fixed the bantam a paper carton in the back end of the car. Then he lined it with shredded newspaper and an old burlap bag. He added nine more eggs from the house to the one she'd laid that day.

When he left home to make the trip to his restaurant the next morning, he had the hen and 10 eggs as cargo. She stayed there all day, and he brought her water in a tin can and put her feed close by.

She rode home with him that night and made every trip he made for the next several days. She even went along when the Yarbrough family drove more than 100 miles over rough roads for a Sunday picnic.

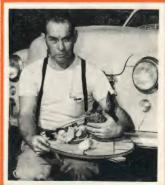
Friends predicted that the eggs would never hatch—that the unavoidable hazards of daily travel would make it imposible.

But they did! The first broke out of the shell before Mr. Yarbrough left his home in Blount County early one morning. The next two broke out at his place of business in Knox County later that day. And the fourth was hatched back home that night.

The blessed events kept coming at regular intervals until the ninth was hatched while Mr. Yarbrough was going home the next night.

The tenth egg never did produce a chick. But that wasn't a bad average anyway—nine bantam chicks from 10 eggs.





If you have a favorite way of performing some ordinary household task, or have discovered a short cut in the performance of some chore, send it along. Nash Airflyte Magazine will pay five dollars for each contribution published. None will be returned. Address all contributions to Nash Airflyte Magazine, 431 Howard Street, Detroit 31, Michigan.



If you make a mistake of any kind while writing with ink, it can easily be erased by rubbing a little Clorox over the spot, which will disappear like magic.

Mrs. T. E. Melcher El Campo, Texas

If your small fry object to drinking their milk, give 'em a small pitcher and let them pour their own.

> Mrs. Arthur Griffith Granville, Ohio

To give a white appearance to yellowed nylon garments, try bluing in the final rinse water.

> Mrs. Austin Coe Devil's Lake N. Dak.

## SMART · · · AND PRACTICAL

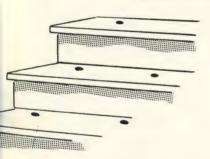




NASH OWNERS

To keep outside steps from rotting due to water or dampness, bore holes in the steps to drain the water and change the air under the steps so they can dry out faster.

> Irvin C. Alt Kenmore, N.Y.



Keep a piece of lemon in the bathroom as a wonderful bleaching aid for brown spots on the enamel that result from leaking faucet.

> Mrs. Delkus Leslie Boonville, Ind.

When making long-distance telephone calls, place an "hour-glass" egg-timer near your phone. It operates on a three-minute schedule, and will warn you exactly when your three minutes are up.

Mrs. C. Cristiano Harrison, N.Y. When you wrap gifts for the youngsters, make an extra big hit by gluing pennies on the ribbon you tie them with.

> Mrs. M. E. Clary North Platte, Nebr.

Cut pieces of felt from old hats to paste on the bottom of vases and bric-a-brac so that they do not scratch your best table.

> Mrs. Jane Bitzer Rohrerstown, Pa.

You can eliminate rust spots on steel by using a lead pencil, rubbing hard until rust disappears. The carbon in the lead will do the work.

> Howard Craft Milwaukee, Wis.

If your silver is tarnished, soak overnight in sour milk. In the morning, wash in warm, soapy water and your silver will be shining again.

> Mrs. Al Radinski Longview, Texas





Share your smile with Nash Airflyte readers and be richer by five dollars. Nash Airflyte pays five dollars for each Smile Along the Road contributed by a reader and selected for publication. All contributions become the property of Nash Airflyte and none will be returned. Send your contribution along to Nash Airflyte Magazine, 431 Howard St., Detroit 31, Michigan.

#### TWO'S NO COMPANY

While traveling along U.S. 83 in Southeastern Wisconsin on our vacation several years ago, my wife and I were attracted by this sign:

SWAG'S CORNER

Not Incorporated

Population 2

Robert B. Loehner, Jr.

Arlington Heights, Ill.

#### DEGRADING



I enclose a picture of a sign I saw on Mt. Ascutney in Vermont.

Mrs. G. Arnold Wiley Lincoln, Mass.

#### DEHYDRATED EGGS?

Sign below hangs prominently over common dining room (mess) for officers and enlisted men in Arlington Farms Post of Fort Myers, Va.

#### CONSOLIDATED MESS

David B. Levine Washington, D.C.

#### HOME FOLKS

The following sign was over the door of a cafe in Colorado:

Collar open, tie askew? Come right on in, We're that way, too!

Mrs. Jerry Scott Fowler Denton, Texas

#### ON THEIR TOES

On U.S. 81 near San Marcus, Texas, the following signs were observed at the front of competitive car hop cafes:

The first: You Stop—We Hop The second, about 300 feet further down the road:

You Toot-We Tote

Dr. Joe E. Busby Abilene, Texas

#### KNOWS HIS JOINTS

A sign over a plumber's shop in Huntsville Ala.:

DO BUSINESS WITH US— WE HAVE THE RIGHT CONNECTIONS

> Mrs. John W. Semrad Clarendon, Texas

#### AD GLIB

In Wichita, Kan., the Miracle Sign Company has this slogan:

If it's a Sign—It's a Miracle!

Miss Naomi Hittenmark

Denver, Colo.

#### WHAT DEGREE?

Displayed by a grocer in Highland Park, Mich., was this sign:

EDUCATED EGGS FROM THE WAYNE UNIVERSITY FARMS

W. B. King Detroit, Mich.

#### MEWSIC

This sign appears on a service station in Kenosha, Wis.:

BUY KATT'S GAS AND HEAR YOUR MOTOR PURR

> Mrs. C. Sykes Kenosha, Wis.

#### FEATHER BEDS



Passing through Decatur, Mich., I saw this sign.

H. Earl Smalling Grand Rapids, Mich.

# SHE'S A Honey!

The new 1953 sparkling hood ornament . . . especially designed by the famous artist, George Petty, creator of the Petty Girl . . . will enhance the beauty of your Nash Airflyte hood and front end. The new hood ornament has wide and graceful wings that sweep back in the traditional Nash Flying Lady design. Each ornament bears the Petty signature.





- Smooth, effortless steering is closely related to correct front-end alignment and balanced wheels.
  - Faulty front-end alignment may jeopardize your safety.
  - Whatever the cause, we have the necessary equipment to help insure you safe and pleasant driving.



# WORN AT THE HEELS?

# CORRECT WHEEL ALIGNMENT

- . SAVES TIRE WEAR
- . MAKES STEERING EASY
- . ASSURES SAFER DRIVING



MOST MODERN SERVICE

SEC. 34.66 P. L. & R. U. S. POSTAGE PAID DETROIT, MICH. Permit No. 5548

Howard E Kilborn 906 Bauman Ave Austin Minn



## FROM PINES TO PALMS

• Nature has a way of playing tricks this time of year. And the wise motorist will keep this in mind. For warm, sunny skies can suddenly give way — and do — to wintry blasts as the traveler goes from northern climes to southern warmth. Before you start on your winter vacation, come in and let us condition your car so you'll be prepared.



#### ENSTAD NASH, INC.

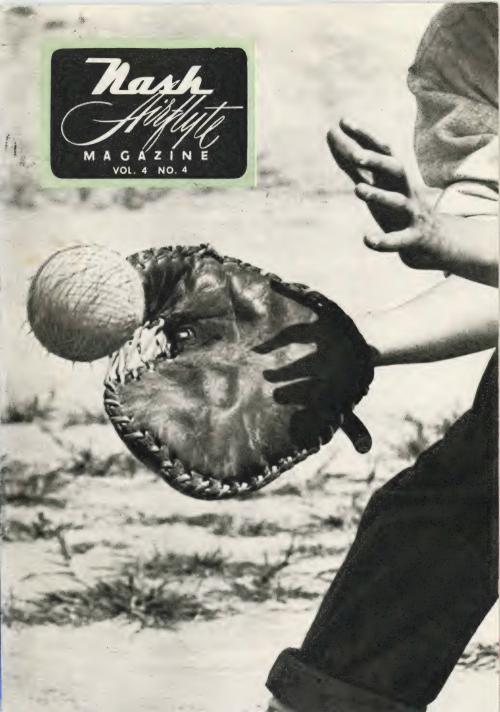
1327 Oakland Ave., W.

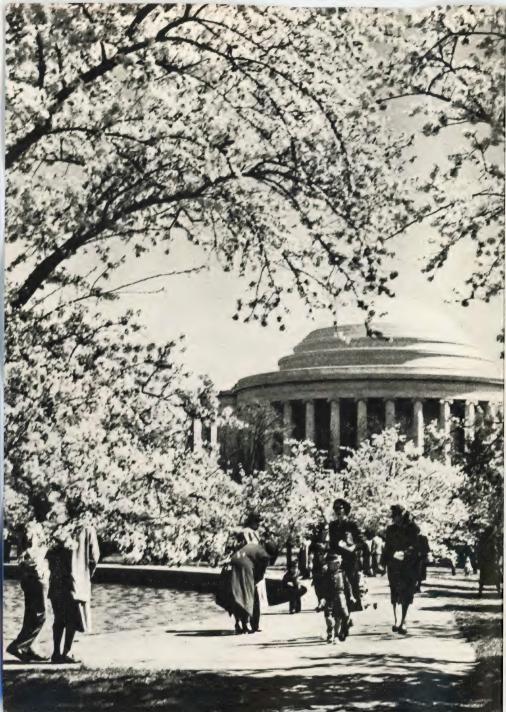
Austin, Minn.

Phone 9639

More For Your Cash at Enstad Nash

14-5







VOL. 4



NO. 4

Editorial Offices
431 Howard St., Detroit 31, Mich.
Published by and distributed with
the compliments of your
Nash Dealer

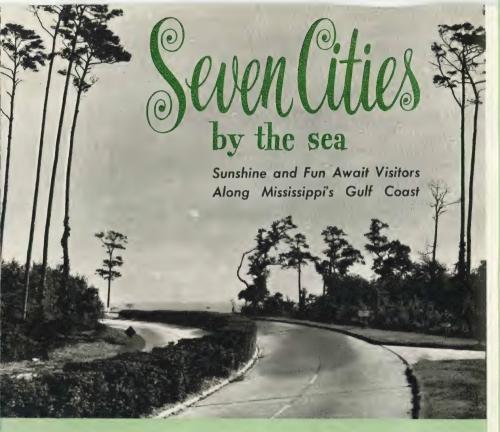
COPYRIGHT 1953 . NASH MOTORS DIVISION OF NASH-KELVINATOR CORP.

#### FEATURED IN THIS ISSUE

Seven Cities By The Sea	Page 4
Nash Rambler Volunteers For Service	Page 7
The Stanley Cup	Page 11
Sailmaking Revived	Page 14
The 1953 Ramblers	Page 16
"Pocket Signposts" For American Tourists	Page 21
Fishing For Gasoline In The Gulf	Page 24
Helpful Hints	Page 26
Smiles Along The Road	Page 28

String balls (cover) zoom past the batter and Washington's famed cherry blossoms burst into bloom (seen here before Jefferson Memorial) as the most exhilarating time of the year once again reawakens a sleeping earth. Spring thus in myriad ways slips across the nation calling forth new challenges.

\*\*\*\*\*\*\*



U.S. 90 curves back toward Gulf after passing over Bay St. Louis Bridge.

#### by MABEL OTIS ROBISON

Sunshine and fun can be found on the Mississippi Gulf Coast where soothing blue waters border U.S. Highway 90 along which the Gulf's "Seven Cities by the Sea" are strung like a chain of beads.

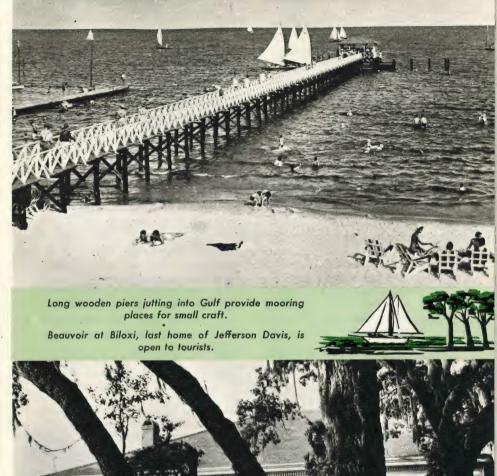
Few areas of the South have a more colorful and varied history than do these seven resort cities on the Old Spanish Trail, within a few miles drive of New Orleans and nearby Mobile.

Although this 75-mile strip of Gulf Country has been popular with

vacationers for many years the recent completion of a new man-made 26-mile long, 300-foot wide sand beach affords visitors an almost unlimited playground the year round.

Built by the Government to protect the Coast sea wall and U.S. Highway 90, a four-lane super highway skirting the water's edge, the new white sand beach extends into the Gulf almost from the doorstep of the scores of modern resort hotels and motels.

The chain begins with Bay St. (continued on page 6)





(continued from page 4)

Louis, a quaint resort town built on a high bluff bordered by beautiful trees and overlooking the still waters of the Bay.

Crossing the Bay's nearly twomile long bridge, the traveler soon reaches Pas Christian, which has been a health and recreation center for more than a century. It boasts one of the best natural oyster beds in America.

The drive then passes through Long Beach and Gulfport, winding through moss-hung trees with vistas of the sea through luxuriant growths of chinaberry, oleander, and azaleas.

From Gulfport the Trail leads to Biloxi, a 250-year-old peninsula city with a great sea-food industry on one side and resorts on the other. Biloxi is the greatest shrimp and oyster port in the world. And the bay, which was once infested with pirates, is now crowded with fishing schooners and picturesque yachts. The old lighthouse, erected in 1848 and tended by women for 62 years, is a famous landmark.

Beauvoir House, where Jefferson Davis once lived, and the beautiful colonial structure in Central Beach Park, which serves as tourist head-quarters, are but two of the interesting buildings to be seen in Biloxi.

Ocean Springs, known for its mineral waters, its fine climate and beautiful drives, lies across the bay from Biloxi.

From Ocean Springs to Pascagoula, the highway leaves the Gulf of Mexico shores and follows the Old Spanish Trail for 15 miles into picturesque pine lands. Then it wends its way again to the water's edge at Pascagoula, where the mysterious music of the "Singing River" can be heard.

Old Spanish Fort (Nash Airflyte Magazine, Vol. 3, No. 3), built in 1718, is near here. It is said to be the oldest structure still standing in Mississippi.

These, then, are Mississippi's colorful and historic Seven Cities by the Sea—a chain of pleasure for the motorist.

Giant oak tree seen here is typical of verdant vegetation on U.S. 90.





## TLASA RAMBLER VOLUNTEERS FOR SERVICE

by PVT. CODE D

I am one of six brothers who volunteered for the Army of the United States. The Army at first called me Pvt. Code "D" but later permitted me to use my given name of Nash Rambler. This is my story.

I entered the Army at Aberdeen Proving Ground, the large Ordnance Installation in Maryland, in January, 1951, for an indefinite enlistment, hoping to make a career in the service of my country.

The day I arrived at this testing ground, I was given a thorough physical examination and photographed in my civilian colors and then in my new Army colors.

I was immediately sent to the Automotive Division of Development and Proof Services to begin the prescribed induction tests.

Compared to my buddies in the service, that is the soldiers I was designed to carry, their induction tests were easy compared to mine.

First of all, I was given an engine test where I was required to run about 600 miles at speeds not exceeding 40 miles per hour and then 1,400 miles at speeds less than 50 miles per hour.

Next, I was given an endurance test, and what a test that was! It took 60 calendar days of 16 hours each. I was driven for 12,000 miles over paved, secondary and Belgian block roads. A log was kept at all times showing the fuel and oil consumption.

Then came the engineering tests.

(continued on page 8)



No two wheels are on the plane at one time on the frame-twister test course.

(continued from page 7)

And you know what a group of engineers can do when they start to work on you. The things one has to go through! I was driven up a 30 per cent slope on Mount Overhead where my braking power was tested. Later, I was required to start and stop on the same slope so my fuel and oil system could be checked for performance.

I'll never forget when they hooked me up to the light field dynamometer and made me pull it while some engineers sat in the cab and read the dials to determine my pulling ability. Why they call that thing light, I don't know because it weighs 7,800 pounds, and that's what I had to pull.

Another thing they did — they loaded me with about 1,200 pounds of steel weight, all in one spot at first, right alongside the driver; but later spread it over my floor with more even distribution.

After these tests were finished, I began my basic training under the guidance of Ernie Molnar, a project engineer and tougher than any sergeant the Army has when it comes to testing vehicles. He wasn't satisfied with the results of the engineering tests, he had to put me over more obstacle courses than the Commandos scaled for their training.

I went over one thing at the Munson Test Course, called a frame twister. What a test that is! No two wheels were on the plane at one time. A vehicle has to run over the series of alternating mounds, and if it came off with a straight frame it passed the test. Not having a frame, my unitized body - with complete solid bridge-like construction-survived this grueling obstacle. I was complimented on the fact that my doors opened and closed with ease, which I was told was a rarity. The pictures here give you a fair idea of what I'm talking about.

Next, I was driven over a road banked at a 30-degree angle. All that I can say about this is, I thought for a moment that I would roll over on my side, and they thought my carburetor would, at this angle, result in an overflowing



Part of the grueling endurance test is made over this Belgian block road.

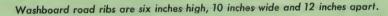
condition and cause my power plant to choke up and stall, but I didn't.

How well I can remember running that washboard road. This must have been a tough one because later I heard Ernie complaining about the jarring he took. I got a big bang out of this 'cause I guess it's only natural that we get a kick when our superiors take a worse beating than we do. These washboard ribs are approximately 6

inches high, 10 inches wide, spaced about 12 inches apart. My springs, wheel bearings, rear axle, prop shaft, transmission, engine mounts, front wheels, my alignment and all components of my running gear came through with flying colors.

During the spring, Ernie, who must have been born to try to break me, took me to the Proving Ground's natural-terrain testing course at Churchville, Md., where I

(continued on page 10)





(continued from page 9) did nearly everything my big cousins, the Army combat vehicles, do before they are adopted into the Ordnance family.

Really, there is actually no road bed. The bulldozers and scrapers just went through this mountainous terrain and cut a path about 30 or 40 feet wide—boulders and rocks are still prominent. When it's dry it is just loose, deep, soft dirt. And when it's wet, well, you can imagine, it's muddy and slippery.

One part in this course I'll never forget—we came down about a 25 per cent grade at a speed of approximately 50 mph. We hit a hairpin turn and road dip up over a hill where the cameras were facing me. We made a sharp right turn and down to another hairpin turn (here's where everyone's hair went up and hearts pounded, even mine, because I nearly turned over, went

over on my two left wheels, but righted myself, thanks to my driver), then immediately up about a 40 per cent grade better than a quarter of a mile long.

Aside from being the most scenic testing course in the country, Churchville is certainly the roughest. I know, for I covered the four miles of cross-country dirt roads about a hundred times. The drivers were talking about how much rougher this course is, compared to the man-made Munson course . . . they should talk!

I was talking to Mr. Francis X. Kelly, our Public Relations Chief, and he told me that now that my 18 months of basic training are over I am settling down to a routine tour of military service. I have been assigned to general purpose courier duty between the Proving Ground and the Pentagon, Washington, D.C.

Four miles of cross-country dirt roads form the natural-terrain testing course.





Anything Can Happen, and Does, In the World Series of Hockey

#### by GEORGE PUSCAS

The time draws near when a band of steeled and padded heroes will fill a battered silver cup with champagne, hoist it to their lips and toast themselves as the new world hockey champions.

That's the traditional ceremony climaxing the Stanley Cup playoffs—the world series of hockey.

Depending on who survives the six months of battling in the National Hockey League season, the sometimes riotous and always rugged Stanley Cup series will begin on or about March 24.

In such hockey-happy areas as Detroit, Chicago, New York, Boston, Montreal and Toronto, hockey fans are keeping their fingers crossed and hoping their local heroes will be in the fight for the coveted Cup.

Two teams will not make it. But for those that do, late March and early April, when the battle rages for the oldest trophy in professional North or South American sports, money and glory will come in carload lots.

Some strange things have happened, both to the Stanley Cup and the teams that have fought for it.

Lord Frederick Arthur Stanley, then governor-general of Canada, donated the trophy in 1893 as a friendly gesture toward the colonials.

Originally, it cost him only \$50 and stood hand high. But through the years, it gathered significance and size. Now its value far exceeds its cost. Now, too, it stands table (continued on page 13)

NASH AIRFLYTE MAGAZINE



Action is unbelievably rough in Stanley Cup playoffs, and tempers are short.

(continued from page 11)

high, the result of a one-inch silver collar added each year to list the names of the winning players.

Perhaps the most amazing tale in all hockey history stems from the early fight for the Stanley Cup.

In 1905, when amateur and college teams battled for the trophy, a team from the Yukon traveled across Canada to play the famous Ottawa Silver Seven, which held the cup.

A one-eyed player named Frank McGee put the invaders to rout in the second game by scoring 14 goals. Ottawa won, 23 to 2, although forward passing was not then allowed.

In modern times, Montreal's Maurice Richard holds the scoring record for one game. He made five goals against Toronto on March 23, 1944.

Another Stanley Cup highlight occurred in 1938-39, when Boston shaded New York, four games to three in the semifinal series. Boston won three of the games in "sudden death" overtime, and Mel Hill scored all the winning goals.

Riots, fist fights, fines to players, ballyhoo—and tremendous hockey all have played a part in making the Stanley Cup playoffs one of the world's great sports attractions.

Sometimes, however, the fans need patience. On March 24-25, 1936, it took Detroit 176 minutes, 30 seconds to beat Montreal, 1 to 0—the longest game in history. It ended at 2:25 a.m. on a goal by Mud Bruneteau.

So fierce is the fight for the trophy that no one ever can feel sure until it is secured. In 1942-43, Detroit won the first three games, then lost the next four—and the Cup—to Toronto.

But then last year, the Red Wings swept through the semifinal and final series with eight straight victories, the first time it has been done.

Each year, a one-inch collar is added to the original cup to list the names of the winning teams. Since the National League gained possession in 1926-27, Toronto has won seven times, Detroit five, Montreal four, New York and Boston three times and Chicago twice.

From the lucrative Cup series, the teams' gate receipts total almost \$800,000 each year. Not bad, considering Lord Stanley shelled out only \$50 for the original Stanley Cup.

Detroit shoots through Toronto goalie for score in 1952 championship battle.





An ancient and almost lost art—sailmaking—has been revived in Mount Clemens, Mich., by Howard L. Boston, who in 12 years has developed his home-operated industry, the Boston Yacht Sail Company, into the fifth largest manufacturer of sail in the U.S.

Now in his forties, Mr. Boston first began making his own sails 25 years ago after he built his first ice boat at the age of 14. Today, his business, which has expanded to the backyard of his home on Riverside Drive into a two-story 30- by 56-foot plant, produces 60 to 70 per cent of all sails made in the U.S. for Thistle class sloops, a medium-size sailboat.

It takes infinite patience to be a sailmaker, because sailmaking is a complex operation. It requires 1,500 stitches alone to "apply the rope" to the mainsail of a Thistle. Work is divided between modern machines and the old-fashioned palm and needle method.

In addition to his wife, Lolly, with whom he launched his business on the second floor of their home, there are seven employes working by hand and machine to turn out the 800 to 1,200 sails that are shipped yearly all over the country to owners of racing class boats. And then there are the six "Indians," ranging from 14-year-old "Skipper" to two-year-old Kay Boston, who not only give a hand in the unusual business but are experts themselves in sailing on frozen lakes and rivers.

Hard water sailors skim over the ice up to speeds of 100 miles per hour! And they'll stay out on a frozen lake or river all day, whipping around the ice on flimsy-looking sailboats—most likely Thistles

with sails made by Boston.

In fact, you'll likely find Mr. Boston with them—and as often as not ahead of them in the various regattas held by clubs, for while sailmaking is now big business for him, sailing is still his hobby.

His trophy collection testifies to his skill as a sailor.

Commodore Boston of the Northwest Yachting Association (Michigan, Wisconsin, Indiana, Illinois and Minnesota) holds most of the major ice boat trophies, including the International Skeeter Championship and the Northwest Championship. He is a member of the Bayview Yacht Club and Detroit Ice Yacht Club.

In the spring and summer, Mr. Boston is an avid small yacht racer. With his boat on a trailer attached to his Nash Ambassador, he will travel from 12,000 to 14,000 miles



Skimming across ice at breathtaking speeds wins Mr. Boston cups such as above.

during the summer from the Middle West to the Atlantic Coast, taking in the major races and many of the regatta trophies. He leaves his Rambler Station Wagon home for use in his business.

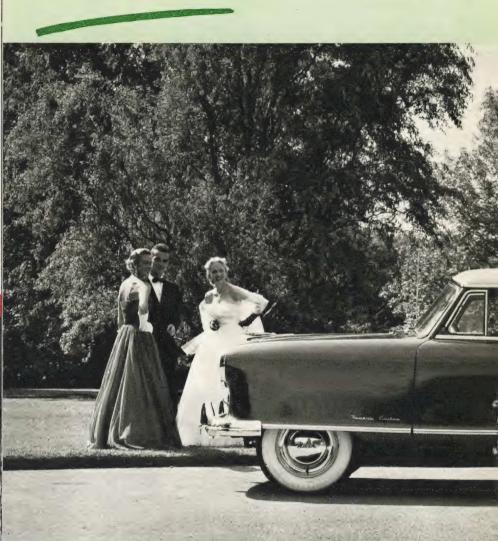
Patience is required to "apply the rope" to mainsails.



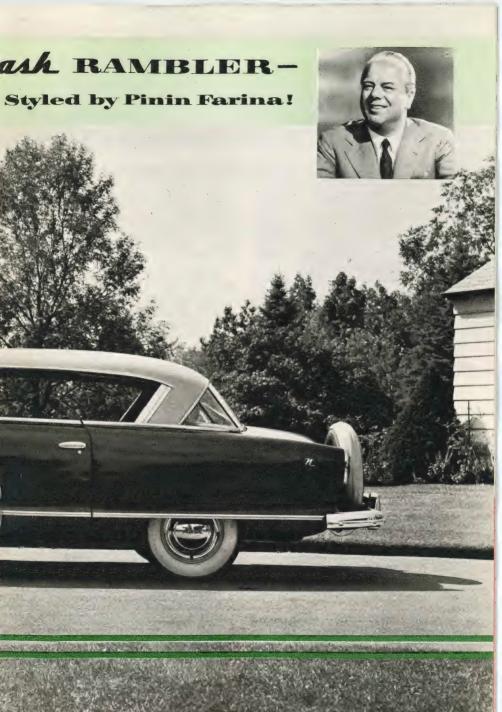


With boat on trailer, Mr. Boston can take in all the big championship racing events.

### The 1953 7



New Rambler Country Club Hardtop. Hood Ornament designed by Petty. White Side Wall Tires optional.





From every angle, the balanced beauty of the new Nash Rambler Convertible will take your breath away! It's smart and safe.

The completely new 1953 Rambler series, featuring custom continental design combined with American riding comfort, is now on display in Nash Dealer showrooms.

Styled by Pinin Farina, leading European custom body designer, in collaboration with Nash engineers, the new Rambler line includes a custom convertible, station wagon, and the Country Club hardtop.

"The elegant European styling of the new Rambler line makes these cars the most luxurious, compact custom cars in America today," H. C. Doss, vice president in charge of sales, points out.

Mr. Doss outlines these modern trends in the 1953 Rambler models:

 Completely new body design (highlighting Pinin Farina's graceful continental lines) gives the new Rambler a longer, lower and wider appearance. Front fenders rise above the hood line for greater visibility and continue in a smooth sweep throughout the entire length of the body. A new continental air scoop, an integral part of the hood, serves as engine compartment ventilation.

· A new continental rear tire mount is standard equipment on Rambler convertible and Country Club models. It adds a distinctive appearance and length to these models, providing additional trunk space. The tire mount is hinged,

providing easy access.

• The 1953 Rambler models are powered by an improved Super Flying Scot six-cylinder L-head engine, with horsepower increased to 85. The engine, with a compression ratio of 7.25 to 1, features a revised system incorporating induction larger valves, redesigned combuschambers, improved manifolding and a new "high-lift" camshaft. It has an increased displacement of 184 cubic inches.

When Hydra-Matic transmission is used, the horsepower of the Rambler engine is increased to 90

> Dual-Range Hydra-Matic Drive or Automatic Overdrive is optional.





The All-Purpose Station Wagon is both a luxury sedan and a practical utility car. What's more, its double-rigid Airflyte Construction makes it rattleproof!

and displacement to 195.6. The compression ratio is stepped up to 7.3 to 1.

- Dual-Range Hydra-Matic is offered for the first time on all 1953 Rambler models as optional equipment. Automatic overdrive is available as optional equipment on all new Rambler models, and synchromesh transmission is standard.
- The curved, one-piece windshield on the new Rambler models has an area of 725 square inches, an increase of 25 per cent. The lower portion of the windshield is contoured to the new hood and fender line for increased visibility.
  - Interiors of the new Rambler

models have been completely redesigned. The instrument panel has been entirely restyled to harmonize with the modern interior equipment. The clock and radio dials are mounted on an attractive chrome panel. The famous Nash "Airliner Reclining Seats" are available as optional equipment.

Madame Helene Rother, Nash Motors' interior styling consultant, has added many new and attractive interior upholstery and trim combinations, including homespun, needlepoint and leather selections.

New exterior solid and two-tone colors are available in the 1953 models, including 13 selections.

(continued on page 20)



Continental Air Scoop is functional and smart. Hood ornament by Petty is optional on Ramblers. Squeeze-type exterior door handles need only slight pressure to open doors.



Beautiful new instrument panel brings every driving knob and dial in easy reach.



(continued from page 19)

The regular factory delivered price of the new Rambler models includes such custom appointments as: Weather Eye conditioned air system, radio, electric clock, courtesy lights, directional signals, foam cushions, custom upholstery and trim, and other de luxe features.

The new 1953 Rambler custom convertible affords much of the safety of an all-steel sedan with the advantages of an open automobile. Overhead safety protection is accomplished by two rugged steel side rails, framing the top of the side windows, which carry the built-in tracks for the electrically operated top.

The new Rambler custom station wagon, which features simulated wood grain on steel side panels, has ample passenger and cargo space.

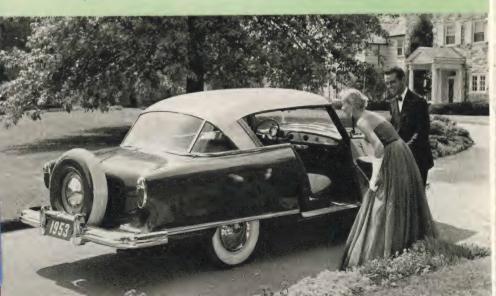
The trim and luxurious custom

Country Club hardtop convertible provides increased all-around visibility. It has 18½ square feet of glass area.

Massive die-cast tail lights are mounted on the extreme end of the fenders. The fuel tank cap incorporates a chrome-plated "N", which serves as a handle. The new grille is of simple oval design, highlighted by a single die-cast bar that bears the Nash crest.

All of these features, plus such advancements as Airflyte Construction (an integrated body and frame in a single welded unit) and Airflex independent front suspension, make the new Rambler the industry's greatest compact custom car. You'll want to look these Ramblers over from bumper to bumper—and get behind the wheel to test their outstanding performance.

Deep, wide side windows drop completely out of sight on new Rambler Country Club "hardtop convertible." Continental rear tire mount is standard on Ramblers.





by JACK B. KEMMERER

Sponsoring an automobile race from Chicago to Waukegan in 1895, the Chicago Times-Herald published a map showing the route. The race itself was a dismal affair with one of the two entrants ending up in a ditch. But the contest made history. For the map was the first known road map published in this country.

From this has grown the American institution of the free road map, and it has reached astonishing proportions. Chances are that the

glove compartment of a typical automobile will hold as many as six complimentary road maps. For that was the estimated ratio of road maps to cars in 1951.

These road maps were distributed free by oil companies, state road departments, Chambers of Commerce and automobile clubs, with the oil companies distributing more maps than all other organizations combined.

In 1952, the oil companies gave away more than 100 million road (continued on page 22)

A tourist gets free road map from one of nation's 200,000 service stations.



(continued from page 21)

maps through their 200,000 service stations. In addition, 23 oil companies maintained touring services and travel information bureaus.

Back in 1895, the hardy motorist who ventured forth on rocky trails and muddy roads usually ended up lost. With no road maps or signs, his only guide was the sun, and he could expect but small aid from hostile farmers who sneered at his "horseless buggy."

There was little improvement until 1901, when the "Official Automobile Blue Book" was issued, and offered to motorists road information covering the Eastern United States. The individual chart made its debut a few years later when Rand McNally issued an automobile road map of New York City and vicinity. Soon other maps ap-

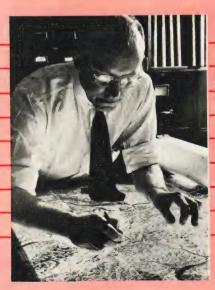
peared and were of great value to the motorist willing to risk life and limb on a long journey of 100 miles. However, all of these maps were for sale and new ones had to be purchased constantly to keep up to date.

The free road map was born in 1913 when William B. Akin, Pittsburgh advertising man, approached the Gulf Oil Company with an idea. Why not print road maps and give them away free? Gulf agreed to try the idea, and a year later 10,000 maps of Allegheny County, Pa., were issued free to motorists. The idea won immediate acceptance.

With American tourists eagerly seeking free road maps and new country to travel, all major oil companies adopted the idea. Today, they issue about 10 million dollars' worth of maps yearly; and

In making map, basic source material is selected and photographed to scale.

Compiler checks preliminary "blue line" dummy of map against source material.





in addition, several million requests are handled by the companies' travel and information bureaus.

The nomadic tendencies of American people as a whole are reflected in their requests to the oil companies' information bureaus. Somebody wants to know the best route to Mexico City by way of the Smoky Mountains. Another would like to find out about the round-trip possibilities from New York to Alaska. And one elderly lady wanted a chart made of the best road with no mountains from her home in Atlanta, Ga., to the State of Washington via Southern California.

When you pick up a map at your service station, you can rest assured that its reliability is nearly perfect—and that it took at least a year to make it that way.

Today's maps are not usually published by the oil companies, because cartography requires too many specialized skills. The printing is done by publishing companies that pioneered the road map business in the early 1900s. To make the base map for a single edition may take a year, and cost between \$30,000 and \$40,000, exclusive of printing costs.

This summer more than 30 million American tourists will take to the highroad in the family car to see their country at first hand. Some of them will know just where they want to go and why; others haven't any idea. But to all of these latterday Marco Polos, the free road map will be their most helpful ally—to help them get the most from their journey and arrive safely at their destination.

Special type-stamping stick is used to handstamp place names, routes, numbers.

Map plate makers carefully remove excess coating from a final printing plate.











#### FISHING FOR GASOLINE

American motoring enthusiasts are using more oil than ever beforesome 40% more, in fact, than we did 10 years ago. We've kept the oil companies literally "fishing" for new oil fields. A typical day in the life of professional oil fishermen begins at 5 a.m. when they board a boat at a remote fishing camp on the Mississippi Delta and set out to sea (1). Though most oil fishing is done over open water, a trip to shore is required to set up delicate shock-recording instruments, which are marked by flags. These recorders will picture the ocean floor by means of vibrations from dynamite charges (2). Working quickly, the oil fishermen sink the instruments to the ocean floor (3).









#### IN THE GULF

Back out at sea, crewmen screw together cans of dynamite (4). Connected cans of dynamite are lowered into prepared hole in ocean floor (5) and an explosives expert connects detonating switch (6). Before the order to fire, a balloon marks location of suspended dynamite (7). As charge is exploded, a geyser of water shoots up (8); and a few minutes later, back on shore, experts examine wavy lines of shock recorder's "picture" of what's under ocean floor (9). The prize catch! (10). It's a location that indicates the presence of underwater black gold. This well, which is costing millions to drill, will help provide a bountiful supply of auto fuel for coming generations.







Use bacon drippings instead of shortening when making ginger cookies. This keeps the cookies moist and adds a delicious flavor to them.

Mrs. Charles Schifley Buffalo, N. Y.

If you have a round metal fruit cake box left from Christmas, use it for a cake plate. Save lifting the cake into and out of the box when slicing, by putting the cake in the lid, using the bottom part of the box for the cover.

Linda Gassert Ephrata, Pa.



## Helpful Hints-FROM NASH OWNERS

Cut and place old carpeting in the bottom and trays of tool boxes. Then put motor oil or light machine oil into the carpeting. This will stop tool rattles, prevent rust and polish tools as they move about.

Harold R. Henneberger Tampa, Fla.

## Continental

#### WIRE WHEEL TRIM

This beautiful Wire Wheel Trim—available for all Airflyte models—perfectly simulates the continental-designed wire wheels. Made of stainless steel with chrome finish, installation is simple, yet permanent. The contour steel hubs bolt directly to the wheel and hub on the wheel lug nuts. This gives you assurance that the Wheel Trim cannot be lost, will not rattle and is perfectly balanced at all times.





If you have a favorite way of performing some ordinary household task, or have discovered a shortcut in the performance of some chore, send it along. Nash Airflyte Magazine will pay five dollars for each contribution published. None will be returned. Address all contributions to Nash Airflyte Magazine, 431 Howard Street, Detroit 31, Michigan.

Before new garments are worn, cover the center of buttons with clear nail polish. This seals the thread and prevents unraveling.

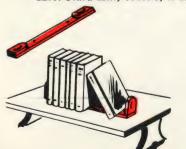
L. M. Hepp, Chicago, Ill.

When sewing plastic materials on the sewing machine, a light dusting of talcum powder will prevent their sticking together.

> Mrs. Sue Haddad East Greenwich, R. I.

A smart book rack with folding ends to hold six to 10 books can be made from plastic paper towel holders, available at most grocery stores. They come in different colors, can be set up anywhere and fold away neatly when not in use.

Mrs. Clara Hill, Seattle, Wash.



Sheets and pillow cases will last longer if they are folded with offcenter creases for ironing. Refolding again and again in the same place will weaken the fabric.

> Pim Karcher Arlington, Va.

Carpet nap that has been matted down by furniture can be raised by holding a steam iron over but not touching the spot.

> Mrs. Dale Hicks Canton. S. Dak.

A small wall vase can be made by wrapping a little copper wire around a glass tooth brush container.

> Mrs. William G. Riley Seattle, Wash.



Wear a rubber finger, such as filing clerks use, on your thumb when slicing carrots or doing any paring with a knife. This will protect your thumb from annoying cuts.

> Mrs. H. H. Warzyn LaGrange, Ill.

## Smiles along the road

Share your smile with Nash Airflyte readers and be richer by five dollars. Nash Airflyte pays five dollars for each Smile Along the Road contributed by a reader and selected for publication. All contributions become the property of Nash Airflyte and none will be returned. Send your contribution along to Nash Airflyte Magazine, 431 Howard Street, Detroit 31, Michigan.



#### WARNING

On a recent trip to Florida in our Nash, I saw the following painted on a rock by the roadside:

#### STRICTLY SOUTHERN COOKING

Underneath was this (evidently painted by another concern):

#### PREPARE TO MEET THY GOD

Rev. Eugene Dolloff New Bedford, Mass.

#### FLOOR PLAN

A sign over a store on North New Hampshire Boulevard in Los Angeles reads:



Mrs. C. Van Court Los Angeles, Calif.

#### NOT FIREPROOF

A marquee in front of a Long Beach hostelry reads:

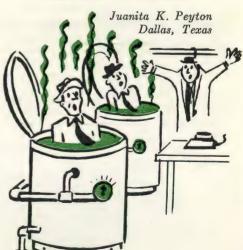
#### HOTEL WILLBURN

Mrs. W. L. Davies
Gardena, Calif.

#### SATURDAY SPECIAL?

This is a sign I saw in front of a dry cleaning establishment in Waxahachie, Texas:

#### RESERVED FOR CLEANING CUSTOMERS



#### FOOT LOOSE

A Seattle chiropodist advertises: LET ME REMOVE YOUR CORNS, CALLOUSES, BOTH FEET FOR \$1

Leo Burke, Seattle, Wash.

#### HAMMED IN

On a highway in Kansas I saw a big sign:



ALL HOGS SHOULD BE IN THE PEN, ESPECIALLY ROAD HOGS

> Myrtle M. Dean Provo, Utah

#### CONTOURS

Two miles of dirt road in a Korean sector of the U.S. First Corps begins with a sign:

MARILYN MONROE STRETCH Twenty-three curves later, another sign reads:

SEE WHY?

Mrs. George J. Lakerdas, Donora, Pa.

#### DRAG

A moving van in Cincinnati bears the simple but explicit legend on both sides:



Howard E. Ballagh, Cincinnati, Ohio

#### PROPOSAL

This sign is prominently displayed at the entrance to a large motor court in Georgetown, Texas:

LETTS COURT

H. P. Bickler, Austin, Texas

#### LONG DIVISION

I noticed the following when motoring through Ohio some years ago:

> A KISS IS NOTHING DIVIDED BY TWO

H. M. Pawley, Annapolis, Md.

#### FOR SAFER NIGHT DRIVING

In bad weather you can depend on Nash Fog Lights (top right) to provide maximum visibility in fog, rain, snow or sleet. The new Nash Spotlight (bottom right) with Rear View Mirror penetrates far beyond the range of headlights. Adjustment of both spotlight and mirror is made from inside car. Back-Up Light (center) eliminates the annoyance and danger of backing up at night. The lights in pairs are mounted flush on rear of car.

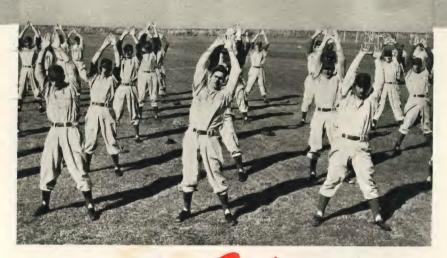






# GET YOUR CAR OFF TO A FRESH START!

DRIVE IN
AND
GET THESE
SPRING
CONDITIONING
SERVICES



## FOR Spring Conditioning

#### SPRING CHANGE-OVER SPECIAL

- Drain, Flush and Refill Transmission
- Complete Lubrication
- Engine Tune-Up

- Drain, Flush and Refill Cooling System
- Change Engine Oil
- Wash and Polish



MOST /WODERN SERVICE

BRING YOUR Hask TO FOLKS WHO KNOW IT BEST

U. S. POSTAGE PAID
DETROIT, MICH.
Permit No. 5548

Howard E Kilborn 906 Bauman Ave Austin Minn

#### SPRING CLEANING

Every good housekeeper at this time of year turns her thoughts to spring cleaning. Winter has left its marks inside and outside the home. And the Lady of the House will have none of it—such is her pride. What about your car? Our wash and polish work will erase the ravages of winter on your car and preserve its beauty. Let us do your spring cleaning.



#### ENSTAD NASH, INC.

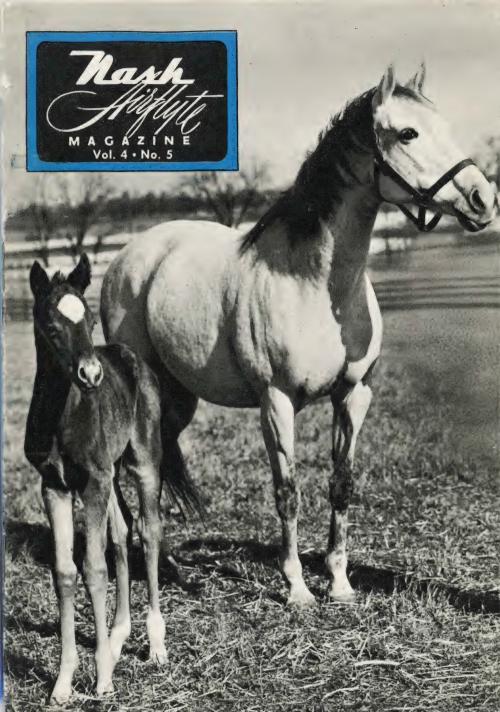
1327 Oakland Ave., W.

Austin, Minn.

**Phone 9639** 

More For Your Cash at Enstad Nash

14-5







NO. 5

Editorial Offices 431 Howard St., Detroit 31, Mich.

Published by and distributed with the compliments of your Nash Dealer

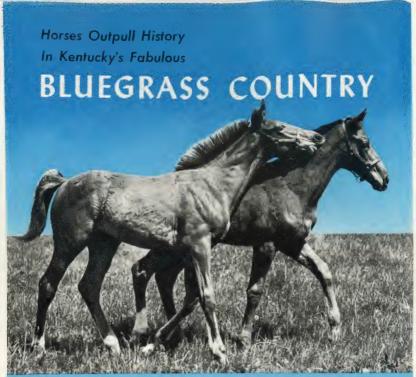
COPYRIGHT 1953 . NASH MOTORS DIVISION OF NASH-KELVINATOR CORP.

#### FEATURED IN THIS ISSUE

Bluegrass Country	Page 4
Utah's Dixie	Page 7
He Didn't See What	Ü
Hit Him!	Page 10
Floating In The Ozarks	Page 12
Favorite Eating Places	Page 15
There's Magic In Spring	Page 16
Santa Barbara,	
A Bit of Old Spain	Page 18
Who's Who Among Nash	
Owners	Page 21
15,000,000 Americans Can't	
Be Wrong!	Page 22
Helpful Hints	Page 26
Smiles Along The Road	Page 28

#### \*\*\*\*\*\*\*

Long white board fences that roll pleasantly with the land are a mark of Kentucky's famed Bluegrass area. Shown here is the famous Calumet Farm, typical of the elegant horse farms near Lexington. Thoroughbreds are tended with great care and affection in the section of Kentucky known as the Bluegrass area. Our cover features Geisha and her gray filly by Polynesian, a full sister to Native Dancer, the "horse of the year" last season and early favorite for the 1953 title, when the filly was one day old. They, like Native Dancer, are owned by Alfred A. Vanderbilt.



Foals on Almahurst Farm near Lexington play with each other like school kids.

#### by JOE JORDAN

Residents of the famed Bluegrass Region of Kentucky take a proper pride in the colorful and romantic history of the favored land around Lexington—an area of about 2,400 square miles with a reputation for fertility unsurpassed by any other soil in the world.

They have marked the historic spots and have preserved as shrines the homes of distinguished Kentuckians of earlier days. Yet they were neither surprised nor disappointed when a recent survey by Kentucky State Police showed that horses and the elaborate horse-breeding establishments attract more visitors to the Bluegrass Country than

the rich historical associations of this storied section. As a matter of fact, the Kentuckians thought the visitors had the right idea.

The lightly rolling meadow land of the Bluegrass Region is drained by the two forks of the Elkhorn, a stream that flows into the Kentucky River near Frankfort, the state capital. More than a century ago, an enthusiastic breeder of thoroughbreds predicted: "The time will come when most of the great race horses of America will be bred on the banks of the Elkhorn."

That a tiny spot of less than onetenth of one per cent of the land area of the continental United States would some day produce a majority of the great race horses of the nation —that is, more than all the other 99.9 per cent combined—must have seemed a fantastic forecast.

But the old gentleman's prophecy has been more than fulfilled. Year after year, from 70 to 80 per cent of the big stakes contested in the United States are won by horses foaled within 30 miles of Lexington.

This has given rise to at least a strong suspicion that a young thoroughbred nurtured on the lush bluegrass and the waters rich in calcium, phosphorus and various trace-minerals, has a definite advantage over those raised elsewhere.

That conviction led the owners of

the big Eastern racing stables, such as the Wideners and the Whitneys, to transfer their breeding operations to Kentucky. More remarkable, perhaps, is the fact that even Texans want their horses to have the advantages that belong to Kentucky-bred horses.

The fabulous King Ranch, with a million-acre domain in the Lone Star State, has its King Ranch Farm near Lexington and breeds there not only the horses that carry its colors on the turf but also some of the Santa Gertrudis breed of beef cattle that it developed. For cattle as well as horses thrive on bluegrass and do well in the Kentucky climate. Many of the horse farms have their herds

(continued on page 6)

Henry Clay's home, Ashland, is open to public. Here was bred only U. S. horse to win English Derby.

Golden Kentucky Burley is a major income crop in state.





(continued from page 5)

of blooded cattle, too — Aberdeen Angus, Herefords or Shorthorns.

Nearly all visitors go to Faraway Farm to see the bigger-than-life bronze statue of Man o' War over his grave and to drive through the park-like beauty of the other farms, admiring the famous sires whose names became household words when they were flashing to victories before immense throngs at race tracks from coast to coast.

But other attractions are by no means neglected. "Ashland," the Lexington home of Kentucky's greatest statesman, Henry Clay, is open to visitors. Many go to see the home of Mary Todd, the Lexington

girl who married Abraham Lincoln.

There is a historical marker at the house in which young Jefferson Davis, who was later to be President of the Confederate States of America, lived for three years when he was a student at Transylvania College. The campuses of Transylvania and the University of Kentucky draw many visitors.

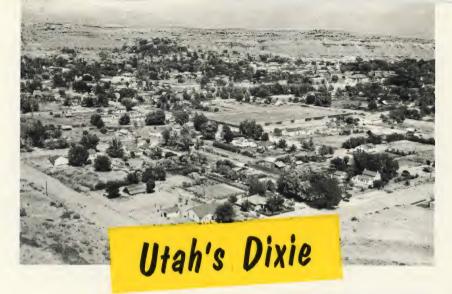
Most visitors are interested in the waving fields of golden Kentucky Burley tobacco, and in the sales warehouses where the chant of the tobacco auctioneer may be heard during the market season, for Lexington is the largest looseleaf tobacco market in the world.

In the spring and again in the fall, race meetings are held at unique Keeneland Race Course, a non-profit track operated by horsemen themselves, where high-caliber racing is witnessed in a friendly, sociable atmosphere by horse-wise, horse-loving people who are more interested in the horses and their bloodlines than they are in the mutuel prices.



Two 10-day meets a year are held at Keeneland, a non-profit race course.

Cattle as well as horses thrive on lush bluegrass at C. V. Whitney Farm.



St. George, Settled by Mormons in 1861, Offers Western Version of "Dixieland"

by EUGENE M. HANSON

A small bit of Dixie was transplanted from the Old South into the wild mountains of Utah nearly a hundred years ago with such success that Utah today still has its own "Dixieland" to charm the visitor with a Western version of Southern hospitality.

Utah's "Dixie" was and is a Mormon settlement, and the first settlers went there in 1861 from Salt Lake City. However, these settlers originally came from the cotton-raising Southern states.

Brigham Young selected for this settlement those who had come from the Old South because the entire purpose of the migration 300 miles southward from Salt Lake City was to raise cotton.

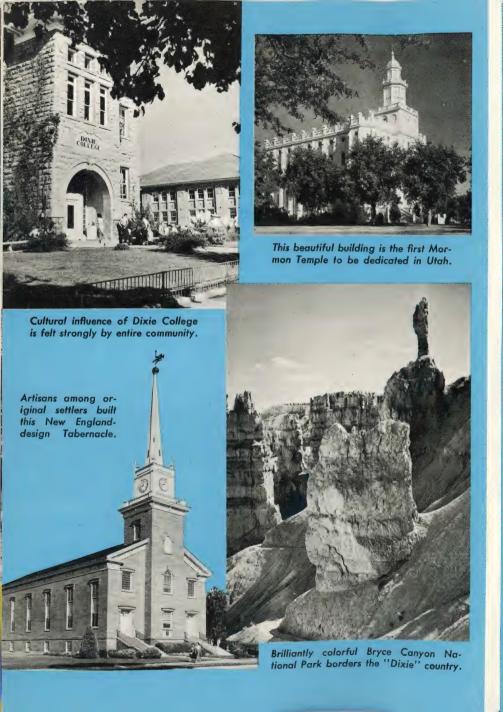
The Civil War had shut off the normal supply of cotton for the Mormon settlement, and experiments proved that it could be raised in the warm and fertile valleys in what is now the southwestern corner of Utah.

Only as a novelty in back-yard gardens is cotton grown any more. But the stone cotton mill, erected by the pioneers, is still in use. It now houses a plant for processing vegetable juices.

Other relics of the past remain, too, because the Mormons who settled "Dixie" built in such enduring fashion. Throughout the area are wonderful old homes of red sandstone, including the winter home of Brigham Young. Present owners of the old homes are invariably happy to show the visitor the inside as well as the outside.

The early settlers built for beauty as well as for stability. The Mormon Tabernacle in St. George was

(continued on page 9)



(continued from page 7)

built entirely without nails by the artisans who were among the members of the Cotton Mission. The suspended circular stairways that lead to the loft and the belfry are still as solid today as any modern builder would make them.

Another place of beauty is squarebuilt St. George Temple, the first temple to be dedicated in Utah by the Latter Day Saints. Visitors are welcomed to the elaborately landscaped grounds. There is a free guide service, with no collection and no tips accepted.

For the best possible view of the entire city of St. George, the visitor can go atop the bright red stone bluff that rises vertically several hundred feet from the north edge of the town. There is a road leading along the edge of the bluff, and the view of the city and the farms beyond is well worth the time for the visit.

As in other Mormon towns in Utah, one of the delights for the visitor is the wonderful way in which the water supply is used. Water for St. George comes from springs high up in the mountains behind the red bluff to the north. One of the springs is used for domestic water supply, and its waters are impounded in a large reservoir on the bluff.

Another spring is used for irrigation, and it is the irrigation system that has particular fascination. By means of stone-lined canals, the water is made to run parallel to the higher edge, the north edge, of the town. From this main canal along the higher side of the city, water is channeled into street gutters.

Thus every street has its own



Nearly 100 years ago, this building housed cotton mill. It is still standing.

private little brook of clear mountain water running in the gutter. Through a system of locks and trenches, the householders are able to divert this water for irrigation of their lawns and gardens.

After the water has passed through the city, it is drawn off again into canals and is used to irrigate the fields and the orchards.

Dancing is encouraged in the Mormon church. At least one dance a week, usually on Monday nights, is dedicated to old-time music and waltzes. Friday nights, round dancing is sponsored by Dixie College, a strong cultural force in the community. Visitors are made welcome.

Summer weather in Utah's "Dixie" runs to warm days and, thanks to the rather high altitude, cool nights.

Because of its location, St. George, with 19 motor courts, is a logical stopping place for motorists traveling between Salt Lake City and Los Angeles. It is also the gateway to some of the most spectacular scenery in the world, with Zion National Park only 40 miles away and colorful Bryce Canyon National Park another 90.

## HE DIDN'T SEE WHAT HIT HIM

Optometrist Declares Faulty Eyesiaht Can be Eliminated as Highway Hazard

by Dr. D. J. BERGENSKE

"... O ... T ... E ... C ..."

"Okay," the examining officer said, "That's it. 20-20 vision."

Frank Johnson was pleased with himself. He had read down to the necessary line on the letter chart without any trouble. He could have even gone on to the smaller print on the chart. His license renewal was practically automatic.

In his midwestern state, Frank was subjected to the simple Snellen chart test to decide whether his vision was adequate for safe driving.

For all the officer knew, as he marked 20-20 on the card. Frank Johnson's vision was adequate. What he didn't know was that the test wasn't adequate. Far from it.

Several months later, Frank John-

Dr. Bergenske is a past secretary of the Wisconsin Optometric Association.





son was in a severe accident. And he just didn't see what hit him!

Inefficient vision is a major killer on the highways. And it is one menace that can be almost completely eliminated.

Seeing properly is a fundamental necessity for safe driving, yet vision is one of the most seriously neglected aspects of driving. It is neglected by the driver himself and even by highway officials charged with passing on the fitness of a driver for a license.

Today, inadequate vision is an entirely unnecessary handicap to safe driving. More than 95 per cent of visual inefficiencies can be corrected by vision specialists. Consequently, the problem is simply the discovery and correction of those cases needing attention.

My friend, Frank Johnson, learned that the letter eye chart is far from adequate as a vision test. As the Wisconsin Optometric Association recently pointed out, the chart concerns itself with only one of the four phases essential to safe driving.

The four elements are:

ACUITY: That's what is tested on the chart. It determines if you can see without a blur. 20/40 sight is minimum for safe driving. That means you see at 20 feet what a normal eye can see at 40 feet. With 20/50 vision you won't see a stop sign until you are within 90 feet of it. At 60 miles an hour this would put you 227 feet beyond the stop sign before you could stop.

DEPTH PERCEPTION: Many accidents happen because of the driver's inability to judge the distance of approaching cars. Good depth perception takes the teamwork of both eyes. If you start to

pass a string of say, three cars, and misjudge the distance of the car coming at you, your depth perception faculty may require training, which involves eye exercises.

FIELD OF VISION: This was what was wrong with Frank. The field of vision indicates how much you can see on each side without turning your head and eyes. "Tunnel vision" means you might be headed for a crackup at a crossroad, site of a large proportion of all accidents because of inability to see out of the "corner of your eye."

NIGHT VISION: Three times as many accidents take place after dark as happen during daylight hours. "Night blindness" makes dusk as dangerous as total darkness for many drivers. Night driving demands three important skills:

- The ability to see under low illumination.
- The ability to see against glare of oncoming headlights.
- Rapid recovery after being blinded by headlight glare.
- Since half of all drivers are inefficient in one or more of these basic essentials of driving safety, it



More than 95 per cent of visual inefficiencies can be corrected by specialists.

is imperative that they know what their vision problems are. Then corrections can be made.

Unless vision is adequate the driver takes unnecessary risks every minute on the road. He is a danger to himself and to every other person he gets close to. That's why every driver should have a basic interest in raising visual standards on the highway.

In some states standards are far too low. The principal needs are for scientific tests that can check the vision essentials outlined above. The usual Snellen chart should be supplemented with these tests.

Where weaknesses appear, they may be corrected with either lenses or exercises which train the muscles and nerves that control the eyes. When minimum requirements are met, drivers can receive licenses.

It may not be that every motorist will heed the advice of my license plate on my Nash which says: "C-20-20." However, we certainly can be assured that every driver has adequate vision for the road. One of the major causes of highway accidents then will have been removed.

# Floating in the Garks 16,000 Miles of Good Fishing Streams

#### by HUGH MANESSIER

Entice Visitor to Try Fascinating Sport

Hidden deep in the hills of southern Missouri there's an exciting kind of fishing that is as flavorful as the Ozark way of life itself. Here, in the streams that flow through country too rugged to have many roads, the natives have developed the techniques of float fishing—a fascinating sport that has become an honored tradition.

Because "floatin'" combines so many of the activities that sportsmen and their families enjoy, the fame of Ozark fishing is spreading throughout the United States. Whether the first trip lasts just a day, or continues for several exciting weeks, the experience will make any real fisherman come back for more. The usual outing is a down-

stream adventure that samples the sport in hundreds of quiet pools and fast-flowing shallows, where each bend in the river promises new sport and then produces it.

Almost every fishing method is popular and productive. Plug casting, fly fishing, and bait enthusiasts debate the effectiveness of their tackle around the campfires at night; and some of the most successful anglers swear by popping and floating bugs exclusively. With the opening of squirrel season in June, some groups like to bring along a favorite scattergun or .22 and add variety to the camp menu.

While the lighter car-top boats are suitable for fishing many Ozark streams, the "johnboat" is the stand-

Anglers explore most inviting spots along shore as boat floats quietly along.



Inexperienced boat handlers should employ guide. Here a shoal is negotiated.



ard craft for most floating trips. Its unconventional design proves just the thing for negotiating tricky shallows, yet it will carry a good load. Since floating is at its best when streams are not at their maximum level, it is sometimes necessary to step out and pull the boat over a shoal. Sportsmen who bring along their own boats should take these conditions into consideration. Heavy boats are not too desirable. Johnboats may be easily rented along the established floating streams.

Competent, experienced fishermen may explore Missouri's waters on their own if desired, but no one lacking previous experience in boat handling should make his first trip without a guide. The principal problem on independent float trips is arranging for return transportation at the end of the journey. With this detail under control, anglers may drift along through constantly changing scenic country for weeks, stopping to fish, loaf and camp where they please.

There are more than 60 registered operators conducting guided trips on

Missouri's 25 most popular floating streams—ample proof of the continuing demand for the top sport they produce. Costs are reasonable, and the companionship and knowhow that good guides provide make their services extremely valuable to sportsmen without previous floating experience.

Visitors should be prepared for variety in their fishing, for although the Smallmouth Bass is the scrapper that has made the Ozark streams famous, there are 12 species of game fish that are regional favorites. Bass, trout, catfish, walleyes, crappies and pike rate high on the list, and all deserve their share of attention.

Expenses can be nearly as varied as the sport. Nearly all of Missouri's state parks have campgrounds for tourists, and some parks also offer inexpensive cabins and hotel rooms. Privately operated accommodations will also be found at convenient locations. All-expense float trips average about \$15 a day, and usually include camping equipment, food and other essentials.

A helpful booklet, "Floating and (continued on page 14)

Off to a good start. And there are plenty more where this beauty came from.



An evening meal of deep-fried fish, coffee and French fries ends perfect day.



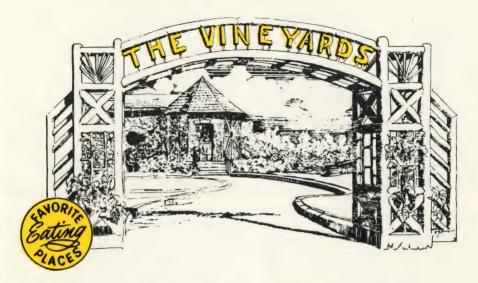
#### (continued from page 13)

Fishing," may be secured from the Missouri Conservation Commission at Jefferson City. It contains many suggestions concerning clothing, tackle and other details that will aid in planning a "floating" vacation that will never be forgotten.

It is difficult to say which is the most popular floating stream, and impossible to name the best one. There are ninety million acres in the Ozark region, with 16,000 miles of good fishing streams. No one could ever completely fish them all. But float trip veterans have no disagreement about the experience of floating itself. None can escape the nostalgic memories of this unique Missouri sport. Recollections of ex citing fishing moments are always mingled with the echo of the camp axe, the tang of wood smoke from a favorite sand-bar camp, and the sound of a crackling fire beneath boiling coffee and deep-fried fish.

Fishing from shore is popular, productive early-morning or late-evening sport.





Gourmets have long contended that no dinner is complete without a bottle of pleasant wine—white for fish and red for meat—to accompany the meal. Many American eating places are in accord with this idea and provide diners with the necessary wines. However, few if any can boast of a restaurant located in a vineyard of some 14 acres.

That's the authentic background for The Vineyards, a restaurant with an Old World atmosphere, which is northwest of Detroit on Franklin Road, 500 feet north of Northwestern Highway.

Built in 1940 by Paul G. Borgman, owner and manager, the building is 16th century French Norman, designed by Artist Arthur Jaeger. Hand-hewn native stones were used in the construction.

Both upstairs in the main dining room and below in the popular dungeon-like Bastille Room, popular cocktail hour rendezvous, high barrel ceilings are accented by large stone fireplaces. During the winter, log fires crackle and add to the cheerful atmosphere of the dining areas where meals are served by candlelight.

Additional color and romance is created by the traditional "Wishing Candle" found on each table.

Food, as you would expect, has the magic touch of French culinary art, and is graciously served by waitresses wearing peasant costumes.

Chicken a la Vineyard rates high with patrons. Here is the recipe, as furnished by The Vineyard's chef, for this savory dish:

#### Chicken a la Vineyard

Take one 2-2½ lb. fryer, split, disjoint and soak in milk from one to two hours. When ready, roll in flour that has been seasoned with salt and white pepper. Have frying pan hot with about a quarter of an inch of butter and a small clove of garlic chopped up. Saute chicken until brown on both sides. Add about one ounce of Sherry and cover pan. Simmer for about 20 minutes. Put chicken on platter and pour over it a little of the butter and wine. Sprinkle with parsley. Serves two.



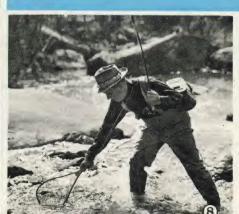




## THERE'S Magi

This is the time of year when the good earth, losing winter's chill, is being turned over (1) on farms as the magic of spring touches the lives of all of us. Of course, the season officially got under way in late March. But for most of America, the full beauty of spring is at its peak now when all ages take to the great outdoors! Baseball fever hits the young as they perform the time-old ritual of sandlotters—choosing up sides (2). Out come the kites (3) and the roller skates (4).









# CIN SPRING ...

Golfers (5) spend happy hours on the fairways; and at home, there's work to be done in the yard (6). The water may yet be a bit cold, but these young boys (7) find wading just right, as does the Izaak Walton (8) out for his first catch of the season. Spring time means circus time. And that's an invitation to small fry to peep at all the wonders under the tent (9) when the Big Show comes to town. Yes, there's magic in spring—when nature turns the countryside (10) into fairyland.







# Santa Barbara

A BIT OF OLD SPAIN

By SPENCER CRUMP



Altar lights in Mission Santa Barbara have burned continuously since 1786.

The Spanish dons, senoritas and padres transplanted a bit of Old Spain in the California coastal pueblo of Santa Barbara, and, perhaps more than any other place, this romantic tradition remains unto this day.

These reminders of colorful yesterdays—adobe houses, mission, castlelike courthouse—become attractive lures for modern-day sightseers.

Santa Barbara lies on U. S. 101 (El Camino Real—"The Royal Highway" of the Spanish days), approximately 100 miles north of Los Angeles.

The city of Santa Barbara fronts on a sandy beach, lined with palm trees. Avenues lead up to the milehigh Santa Ynez Mountains, which form a beautiful Riviera-like backdrop to the scene.

Santa Barbarenos have carefully preserved the Spanish atmosphere that has made their pueblo so charming. This Spanish tradition is perpetuated not only in the old adobe buildings, which stand in the downtown section, but also in modern structures that follow the interesting architectural lines of Old Spain.

At State and De la Guerra Streets, you will come to a portico that leads down lanes of quaint shops and studios. This is El Paseo de la Guerra adobe built in 1826. The original adobe hacienda was built

in only two weeks. The Indians venerated the family and, foregoing a fiesta, 3,000 of the Chumash tribe devoted the two-week period to building the house.

Casa Carrillo, on Carrillo Street off State, is another old Spanish adobe. It was built by ancestors of screen and television actor Leo Carrillo.

A main avenue is called Canon Perdido ("Lost Cannon") Street. During the early American days, a cannon mysteriously disappeared from a wrecked ship. Authorities feared the weapon would be used in a revolution, so the town was fined \$500.

Somehow the \$500 fine, later ordered returned to the townspeople, also mysteriously vanished. Later

the cannon was found buried in the sand where the ship had been wrecked.

But the Santa Barbarenos never could forget the incident.

Canon Perdido became a street name. For its official seal, still in use, the city adopted a cannon encircled with the phrase, "Vale Quinientos Pesos" ("It Cost Five Hundred Dollars.").

Standing on Canon Perdido Street is El Cuartel, an interesting old adobe built in 1782 as quarters for the Spanish gendarmes. The adobe now houses Boy Scout headquarters. Santa Barbara's old adobes are complemented throughout the city by modern buildings, which follow the architectural lines established in early California days by the Spanish

(continued on page 20)

U. S. Highway 101 skirts Palisades at Santa Monica en route to Santa Barbara.



(continued from page 19)

grandees. One can hardly turn around in the city without seeing a building that perpetuates this tradition.

Strolling beneath the palm trees, you come to a red tile-roofed, white-walled castle, looming spectacularly over the lush green lawns.

This is the Santa Barbara County Court House, regarded as one of the most beautiful buildings in the world. This \$1,500,000 building is constructed along Spanish-Moorish lines. Archways, towers, balconies and unexpected windows capture the charm of Old Spain. Walls of the County Supervisors' assembly room are decorated with color murals depicting Santa Barbara's romantic history.

A road leads into the Riviera-like hills to La Mision de Santa Barbara, founded by the Spanish in 1786 and still in use. The mission outpost fronts a broad lawn and commands a view of the city and ocean below. Robed brothers guide visitors through the buildings, explaining the history and quaint relics.

Approximately a mile and a half above the mission is Mission Canyon, home of the Santa Barbara Botanical Garden. Shaded paths lead to specialized sections containing California plants, trees and cacti.

One path leads to Mission Dam, constructed by the Indians in 1807 of rough stones to provide water for the mission. The remains of the tile aqueduct which carried the water still lie beside the paths.

Down along the seashore, there is still more to see and do. Tile-roofed hotels and motels stand alongside the sandy beaches. There is swimming and sailboating in the Pacific, and offshore can be seen the Santa Barbara Channel Islands, once the homes of Indians and the hiding places of pirates and smugglers.

A yacht-filled harbor fronting the old Spanish town is seen from hills above.





# Ad Chief



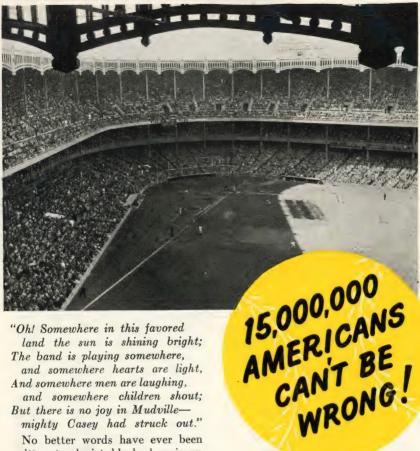
Managing a home with one hand and a career with the other isn't easy-especially with a job that takes both hands at once. That it can be done has been proved by Margaret Ostrom, Director of Advertising for Bell & Howell Company, Chicago manufacturer of photographic equipment.

When she started with Bell & Howell as a secretary in 1931, she had little thought of a career in advertising. A series of promotions, culminating in her appointment as Advertising Manager in 1949 and Director of Advertising and Sales Promotion in 1951, changed her mind. Today she directs a department of 17 people and controls the spending of over a million dollars for advertising and sales promotion.

In addition to a successful career, Mrs. Ostrom has a home and husband, a recently married daughter, Margery, and a 13-year-old son, Donald, Margery, who was editor of her school paper, was graduated from St. Olaf's College in June and married in August. Donny, a proud member of the baseball team at Taft High School, plans to become a sports photographer. Photography, particularly movie-making, is a hobby the whole family shares.

To a busy woman who should be in several places at once, a dependable car is a necessity. Wherever Mrs. Ostrom pauses for a moment, her Nash Rambler may be seen awaiting her dash for the next appointment. "Rain or shine, ice or snow, the Rambler gets me there," she says.





land the sun is shining bright; The band is playing somewhere, and somewhere hearts are light, And somewhere men are laughing, and somewhere children shout; But there is no joy in Mudvillemighty Casey had struck out."

No better words have ever been written to depict black despair on the American scene, whether in Brooklyn after another Yankee World Series victory or in Davenport just after a play-off game has been blown to Evansville.

Ever since Abner Doubleday invented the gadget back in 1839, baseball has truly been the American Game. The diamond sport remains the favorite recreation of families who want to spend a sunny Sunday afternoon out in the open-and the price of admission stays low.

There's no more enjoyable sound anywhere than the sharp crack of a base hit or the thud of a catcher's glove after a smoking third strike.

Proof of America's love for "the" game is the merry click of big league park turnstiles through which poured some 15,000,000 fans last year.

In Yankee Stadium Or Remote Sandlot, U.S. Sports Fans Still Prefer Baseball — And Prove It With Attendance Behind the scenes at Yankee Stadium scorecards are printed to be sold by park hawkers.



Vendors fill bags with peanuts. Some 400,000 bags are sold yearly in average big league park.

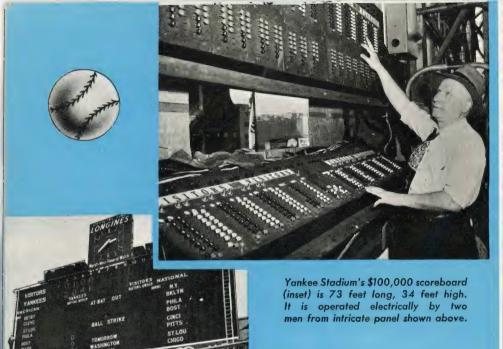


Just as a general gives his staff instructions before battle, so does head usher before ball game.









Major league diamonds are pampered. Nylon covering protects field from rain, is removed last minute.



#### MAJOR LEAGUE PARKS

SPORTSMAN'S PARK: Home of St. Louis Browns (AL) and St. Louis Cardinals (NL). Seating capacity: 30,808. Season record gate: 1,430,586 (NL) in 1949.

COMISKEY PARK: Home of Chicago White Sox (AL). Seating capacity: 46,200. Season record gate: 983,403 in 1946.

YANKEE STADIUM: Home of New York Yankees (AL). Seating capacity: 67,163. Season record gate: 2,373,901 in 1948.

BRIGGS STADIUM: Home of Detroit Tigers (AL). Seating capacity: 54,900. Season record gate: 1,952,478 in 1950.

CONNIE MACK STADIUM: Home of Philadelphia A's (AL) and Philadelphia Phils (NL), Seating capacity: 33,222. Season record gate: 1,217,180 (NL) in 1950.

GRIFFITH STADIUM: Home of Washington Senators (AL). Seating capacity: 29,920. Season record gate: 1,027,216 in 1946.

MUNICIPAL STADIUM: Home of Cleveland Indians (AL). Seating capacity: 72,500. Season record gate: 2,620,627 in 1948.

FENWAY PARK: Home of Boston Red Sox (AL). Seating capacity: 34,896. Season record gate: 1,596,650 in 1949.

WRIGLEY FIELD: Home of Chicago Cubs (NL). Seating capacity: 39,230. Season record gate: 1,485,166 in 1929.

COUNTY STADIUM: Home of Milwaukee Braves (NL). Seating capacity: 36,000; to be increased to 48,000 in 1954.

FORBES FIELD: Home of Pittsburgh Pirates (NL). Seating capacity: 33,730. Season record gate: 1,517,058 in 1948.

CROSLEY FIELD: Home of Cincinnati Reds (NL). Seating capacity: 29,939. Season record gate: 981,443 in 1939.

EBBETS FIELD: Home of Brooklyn Dodgers (NL). Seating capacity: 32,111. Season record gate: 1,807,526 in 1947.

POLO GROUNDS: Home of New York Giants (NL). Seating capacity: 55,131. Season record gate: 1,600,793 in 1947.





### FROM NASH OWNERS

When heating milk for mashed potatoes, try melting a piece of butter in the pan first, then add the milk. This prevents the milk from scorching in the bottom of the pan.

Mrs. Harry Balster Sterling, Ill.

Nut meats will come out clean and intact if you pour boiling water over the nuts before cracking them. Mrs. L. Sommerman Philadelphia, Pa.

When ironing, keep a pin cushion of large safety pins handy, using the safety pins as markers for seams or buttons that have popped. When mending time arrives, the safety pins spot offending areas for you at a glance. Mrs. S. C. Westman

Blue Island, Ill.

When paint is lumpy, I strain it with a piece of gauze. The paint will run through, leaving the lumps in the gauze. Squeeze gauze against the can to press out remaining paint. Frank Mueller Chicago, Ill.

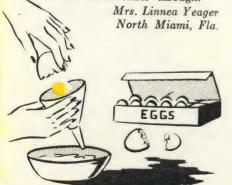


If you have a favorite way of performing some ordinary household task, or have discovered a short cut in the performance of some chore, send it along. Nash Airflyte Magazine will pay five dollars for each contribution published. None will be returned. Address all contributions to Nash Airflyte Magazine, 431 Howard Street, Detroit 31, Michigan.

To be sure of mailing birthday and other anniversary cards on time, buy a supply in advance, address them and write date for mailing in right corner of envelope. Then when date arrives, cover notation with stamp and mail card.

Mrs. Doris M. Matthews Wellesley Hills, Mass.

A simple way to separate egg white from the yolk is to drop the egg in a small funnel. The yolk will stay in as the white slides through.





To make an Indian headdress for a child's costume, cut a strip of corrugated paper two inches wide and long enough to fit around the child's head. Fasten this circle with cellophane tape and paint it an appropriate color. Slip chicken feathers into the ridges.

Mrs. Kenneth J. Stevens Cleveland, Ohio

A heavy manila envelope, with top edges reinforced with cellophane tape, makes a handy container for soup coupons, utility bills and other small papers. Thumb tack it to inside of kitchen cabinet door.

Mrs. E. B. Davis Jr. Shreveport, La.

To clean white woodwork, use water in which onions have been boiled.

> Mrs. Frances Bollea New Bedford, Mass.

To keep your dog's feeding dish from sliding around so much, cement a rubber ring to the bottom of the dish. Use the rubber ring that is used for sealing jars.

> Miss Elisabeth Rehm Queens Village, N.Y.



Share your smile with Nash Airflyte readers and be richer by five dollars. Nash Airflyte pays five dollars for each Smile Along the Road contributed by a reader and selected for publication. All contributions become the property of Nash Airflyte and none will be returned. Send your contribution along to Nash Airflyte Magazine, 431 Howard Street, Detroit 31, Michigan.

#### THIS IS IT

Printed on the window of a Pittsboro, Ind., cafe is this message:
THERE IS NO PLACE JUST
LIKE THIS PLACE
ANYWHERE NEAR THIS
PLACE, SO THIS MUST BE
THE PLACE.

Miss Hazel Rust Dixon, Ill.

#### LAMENT

Sign in a public parking lot in San Jose, Calif.:

When Noah sailed the ocean blue, He had his troubles same as you; For forty days he sailed the Ark Because he had no place to park.

> Mrs. Ruth Murray Jones San Rafael, Calif.

#### SAFE AT HOME

This rustic outdoor plaque is in Itasca State Park, Minn.:

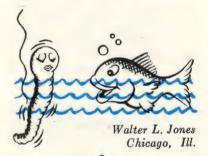
Mrs. John Kubisity
Lima, Ohio



#### RIGHT WIGGLE

Near Sarasota, Fla., I noticed a bait and supply store displaying the following sign:

WORMS WITH FISH APPEAL



#### CHECKS, TOO?

On the fence of our baseball park, a sign painter has this advertisement:

#### SAM SIGNS ANYTHING

Howard K. Murchison, Jr. Vidalia, Ga.

#### GOSPEL TRUTH

This smile was on the bulletin board outside our church:

A BIBLE IN THE HAND IS WORTH TWO ON THE SHELF

Mrs. William A. Cleveland Versailles, Ky.

#### **NOT HOPELESS**

While traveling along U.S. 281 coming into San Antonio, my wife and I were very much attracted by this sign:

HOPE'S AMBULANCE SERVICE "IF HOPE'S THERE, THERE'S HOPE"

> O. Zaldivar San Antonio, Texas

#### TOUGH COOKIE

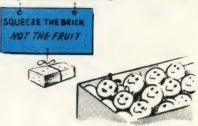
A sign in a cafe at Sandpoint, Idaho, reads as follows:

IF YOU THINK OUR STEAKS
ARE TOUGH,
YOU SHOULD MEET
OUR COOK

Miss Winefred Nelson Kalispell, Mont.

#### NO HURT PEELINGS

Sign in a produce market at Old Fort, N.C., where a brick is swinging from the ceiling:



Mrs. R. G. Wharton Salisbury, N.C.

#### DEADBEATS

A sign in front of a funeral home in Meridian, Miss.:

PARKING FOR CUSTOMERS ONLY

Mrs. Leroy Rhodes Gary, Ind.

### **What Every Motorist Needs**



Every motorist needs the powerful Nash Hand Spotlight. Carried right with you in your car, this hand spotlight is an ideal trouble light when needed. Simply plug into cigarette lighter socket - and it's ready to operate. There's a handy thumb switch for flicking on and off. And its 12-foot cord enables you to reach any part of car in emergency. It stores easily in glove compartment, and an adjustable wire hanger makes possible vertical or horizontal use. It's powerful and handy.

Good Orivers

Orive Safe Cars!

STOP Orive in FOR YOUR 10-POINT

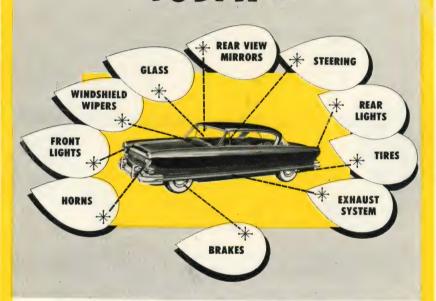


Safety Check Today



◆ CHECK YOUR CAR! CHECK ACCIDENTS!

# Get Your IO-POINT Safety-Check TODAY!



## GOOD DRIVERS DRIVE SAFE CARS!



MOST MODERN SERVICE

20 mond

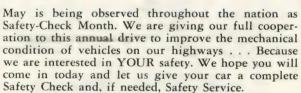
U. S. POSTAGE
PAID
DETROIT, MICH.
Permit No. 5548

Howard E Kilborn 906 Bauman Ave Austin Minn



### HAS YOUR CAR BEEN







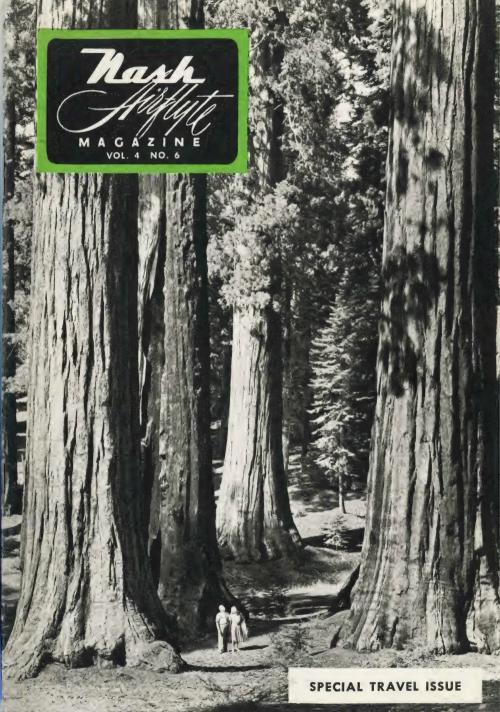
1327 Oakland Ave., W.

Austin, Minn.

**Phone 9639** 

More For Your Cash at Enstad Nash

14-5







VOL. 4



NO. 6

Editorial Offices
431 Howard St., Detroit 31, Mich.

Published by and distributed with the compliments of your Nash Dealer

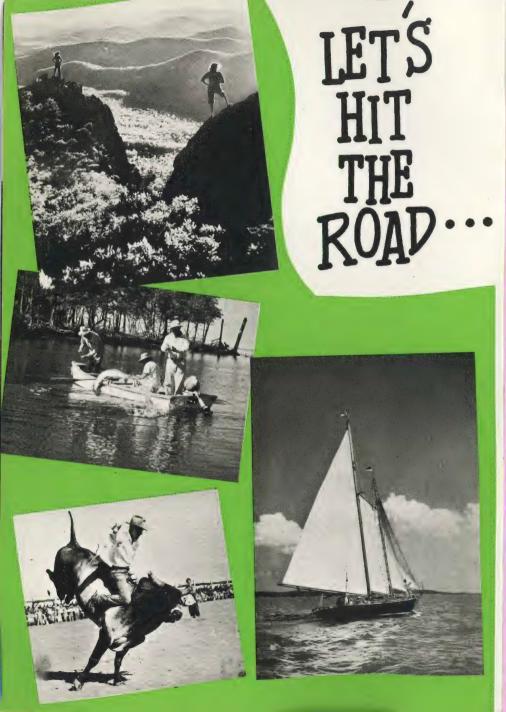
COPYRIGHT 1953 . NASH MOTORS DIVISION OF NASH-KELVINATOR CORP.

#### FEATURED IN THIS ISSUE

Let's Hit The Road	Page	4
Famous Eating Places	Page	7
Augusta National -		
Golfers' Mecca	Page	8
Old Sturbridge Village	Page	12
Crossing The Border		
Reference of License Plates		
Our Traveling Home	Page	18
Calendar of Summer Events	Page	20
National Parks	Page	24
Helpful Hints	Page	26
Smiles Along The Road		

#### \*\*\*\*\*\*\*

A complete change of pace from home, office and factory awaits millions of Americans as they sally forth on their annual summer vacations. Some of them will relax in the ageless beauty of spots like Mariposa Grove in Yosemite National Park (shown on our cover). The highways may not always be so open as this scene along Grand Traverse Bay in Michigan—but driving, fishing, "rubber-necking," or just plain loafin', another summer vacation is in store for recreation-bound Americans.

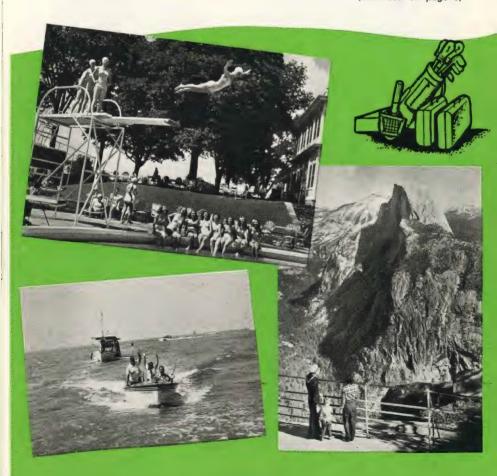


In a recent study of highway habits of the American motorist, the American Automobile Association made this staggering statement: "We believe it can now be stated that 66 million persons, traveling in 22 million cars, take automobile vacations during the year. The average car covers 1,200 miles in 11 days of travel, while each of its occupants spend \$140. This means that automobile vacationists spend well over nine billion dollars in one year."

That's the statistical way of saying that everybody, or practically everybody, takes a vacation trip these days—and most of them in the good ol' summertime.

But statistics, however informative, are dull. Far more interesting to most vacationers is that virgin trout stream hidden somewhere in northern Minnesota, or a breath-snatching glimpse down into the Grand Canyon. To many teen-age boys in Selma, Alabama or in Peru,

(continued on page 6)



## · · · · IT'S VACATION TIME

(continued from page 5)

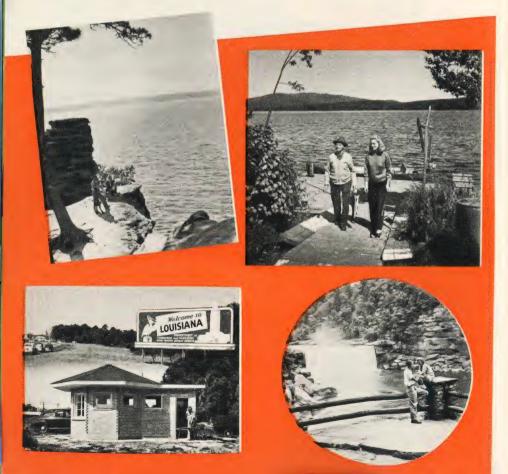
Nebraska, the peak thrill of a vacation this summer will be a first look at a real-for-sure, big-league baseball game.

Vacations to some mean getting out in the wilderness in Idaho, 25 miles away from the nearest human being. Others like to pound the summer pavements of Broadway and 42nd Street. Still others prefer to get in their automobiles and

drive, continually on the move. There are people who think nothing of covering 7,000 miles in two weeks of continuous driving.

Wherever your vacation trip takes you this summer, Nash Airflyte Magazine wishes you a pleasant, refreshing change from the routine of your daily life.

Have a good time—and remember to drive with care and consideration.





## aunt Fanny's Cabin

Ever hear of resin-baked potatoes? You probably never did unless you happened to stop at Aunt Fanny's Cabin, an unusual restaurant with Old South flavor near Smyrna, Ga., 14 miles from downtown Atlanta.

Genial Harvey Hester, manager, explains that nobody wants a lukewarm baked potato. Cooked in resin, the spuds stay hot for hours.

The unique restaurant, opened in 1941, was formerly the home of Aunt Fanny, a Negro slave, who died about three years ago, well over 100 years old. Once she was asked how General Sherman happened to miss the cabin on his march to the sea. She replied, "Maybe he didn't like Southern cooking."

Old-time Southern cooking is what "makes" Aunt Fanny's Cabin. There's real Southern fried chicken, "gen-u-wine" Smithfield ham, fresh

mountain trout and charcoal broiled steaks — complete dinners — served family style. A half pound of butter is put on each table!

#### RESIN-BAKED POTATOES

Over an outdoor charcoal or coal fire, place a large iron pot filled two-thirds with regular resin obtainable from naval stores. (Never try this recipe indoors, due to danger of fire.) Bring resin to boiling point. Drop baking potatoes in resin liquid. When almost done, potatoes will rise to top. Allow to cook five minutes more, if serving immediately. If not, take out potatoes and wrap in parchment paper for handling. They will remain hot four or five hours. When ready to serve, cut lengthwise, insert butter. This is especially effective at large outdoor gatherings such as barbecues and steak dinners.

## AUGUSTA NATIONAL . . . GOLFERS' MECCA

Great Golfers Get Their Greatest Test at Home of Masters Tournament

by FURMAN BISHER

Sports Editor

Atlanta Constitution



As Club Pro Ed Dudley looks on, the President lines up a putt. Ike is a "money putter."

In the gloaming of a Georgia day not so long ago, a tired golfer distraught with his game, stared grimly into space as he sat in the club house at Augusta National Golf Club and observed:

"What this place needs is a fish pond for a golfer whose game has

gone wrong."

When this enemy of par next appeared on the exclusive premises, he found his casual suggestion had been carried out. A small pond had been constructed, stocked with fish and named in his honor. "Ike's Pond," they called it.

At the time, he was General Dwight D. Eisenhower. By a rapid succession of events he has now become Dwight D. Eisenhower, President of the United States, and immediately upon winning the most important governmental position in the world today, he caught a plane for Augusta to renew his fight with the links.

The momentous success of Member Eisenhower has intensified the focus of interest on Augusta National, a club already supreme in its own endeavor. It was conceived and produced out of a love of golf, now approaches a state of enshrinement enjoyed only by famed St. Andrews in Scotland. Its chief instrument is the Masters Tournament, whose name implies precisely what it is—a tournament reserved only for

masters of the game, both amateur and professional. It was initiated in 1934, when present president of the National PGA, Horton Smith, won the first title with an aggregate 284 for 72 holes. Since, some of the most fetching stories of all golfing history have been written on this course that was designed for beauty as well as perfection.

The story of Augusta National begins with a Belgian named Berckmans who developed on these acres the first nursery in the South around 100 years ago. The idea for the club came out of the head of Cliff Roberts, a New York investment broker who is now chairman and the driving force behind the Masters. Augusta was once a buzzing mid-Southern resort center and Roberts spent

much time there. When the Berckmans estate was offered for sale, he conceived the notion of forming the ultimate in golf clubs with Bobby Jones as the cornerstone.

The money came from some of the wealthiest men in the nation; and Jones, who lived in Atlanta but had practiced more frequently in Augusta as he played toward his incomparable "Grand Slam" in 1930, joined the move enthusiastically. Dr. Alister MacKenzie, the famed Scottish architect who designed over 500 courses, made Augusta National his last and greatest. He died a year later.

Jones himself hand-picked Ed Dudley, a native Georgian later to be PGA president, as pro. He is the only pro the club has ever had, but

(continued on page 10)

Augusta National Golf Club enjoys a fame matched perhaps only by St. Andrews.



(continued from page 9)

Dudley gave up participation in the Masters some years ago because of demands on his time. The membership is held around 200, a "who's who" of "Who's Who in America." It includes, besides the President, such names as Eugene Grace, Robert W. Woodruff and John Hay Whitney. Some seldom ever see the course and some have never seen it at all. The club is closed from April to November.

The course is itself a thing of Southern beauty, marked by every type of shrub that grows in Dixie, a carryover from the Berckmans days upon which the club has capitalized. The Masters Tournament is timed with the blooming of the plants, and during play this is the most colorful course in the world.

Just as colorful as the course has been the Masters itself. Perhaps the most famous shot of all time was made on the par five 15th hole in

1935—Gene Sarazen's double - eagle. Craig Wood had finished with 282 and was being congratulated around the club house. Sarazen was the only player out with a chance to catch him, and he was three strokes off.

Sam Snead, center, receives congratulations of Jack Burke, Jr., left, and Bobby Jones, right, after winning the 1952 Masters. Hogan shot record 274 in '53. The 220-yard double-eagle shot erased Wood's lead in one blow. Sarazen got a tie and won the playoff the next day by five strokes.

Ralph Guldahl in 1939 shot a hot 33 on the back nine for a 279 total—a record which defied the greatest golfers for years. Ben Hogan finally cracked this mark with a blazing 274 last April. Slammin' Sam Snead has also been a Masters power with two victories in 1949 and 1952.

Lloyd Mangrum was just a greenhorn out of Los Angeles when he toured the course in 64 strokes in 1940. It's still a tournament record.

Records have a way of lasting here, for when Jones and MacKenzie put their heads together they aimed at a course to give the great golfers their greatest test. They have succeeded famously. Even the President of the United States gets no special concessions at Augusta National.





Use this log on your trip and you'll have an accurate and permanent record of your travel mileage when you get home. And if an argument comes up later on, you'll have the figures handy.

PLACE	START	FINISH	PLACE	START	FINISH
TEAGE	JIAKI	1111311	TEACE	31441	11141511
	-				
No.					
	_				
				-	
			*		





#### OLD STURBRIDGE VILLAGE — A Living Museum

Nestled in the low hills of Central Massachusetts on U.S. Route 20, midway between Springfield and Worcester, is one of the country's most unique cultural projects: Old Sturbridge Village Museum and Crafts Center. Here has been recreated a New England country town as it might have appeared in the early 1800s. Typical of the more than 30 buildings on the 500-acre tract is the Village Tavern (1) built in 1787. Displayed here are many beautiful tavern signs (2) that

PHOTO STORY

once swung over old-time New England hostelry doorways. Open to visitors is the Blacksmith Shop (3) where sparks fly from the anvil and iron is wrought by the Village Blacksmith (4) as in the 18th century. Popular with artists is the quaint grist mill (5) where flour is bagged and sold. On camera week ends, held annually, Village craftsmen (6) don colonial costumes. Typical of the many young master craftsmen is this metal-smith (7). Craft shop products (8) are for sale during summer.



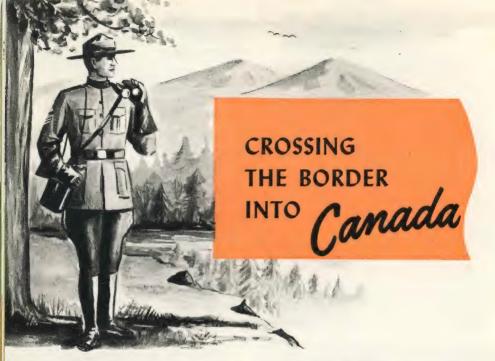












For adventure in travel, a "trip abroad" is easily fitted in the family vacation budget plan simply by motoring a little north into Canada.

Scenery, sport and history are your rewards from Western Canada's famed Canadian Rockies to the Old World atmosphere to be found in Eastern Canada.

Canada welcomes tourists with a minimum of border regulations and delay. The necessary formalities at the border ordinarily take but a few minutes. At your port of entry, simply report to the Canadian Immigration and Customs Officers and answer the necessary questions.

You may take your car into Canada for personal transportation for pleasure purposes without paying duty.

When you report to the Canadian Immigration and Customs Offi-

cers, be sure to present your automobile registration certificate. And do not fail to declare any articles or goods whether they are exempt from duty or not.

If you plan to tour Canada for a period not exceeding 48 hours, you will be required to surrender your registration certificate, which will be returned to you when you leave. Should you desire to leave Canada at a port other than that at which you entered, a permit must be secured.

This permit is the same required for longer tours (up to 60 days). On a form you will list information about your car including make, style, serial number, extra equipment and license number. A copy of this will be given you as your permit to travel.



Nearly a half-million tourists, practically all from the United States, are expected to visit Mexico this summer. A natural tourist haven for Americans, Mexico's favorable rate of exchange gives the visitor a great deal for his dollar in the way of food, lodging and entertainment.

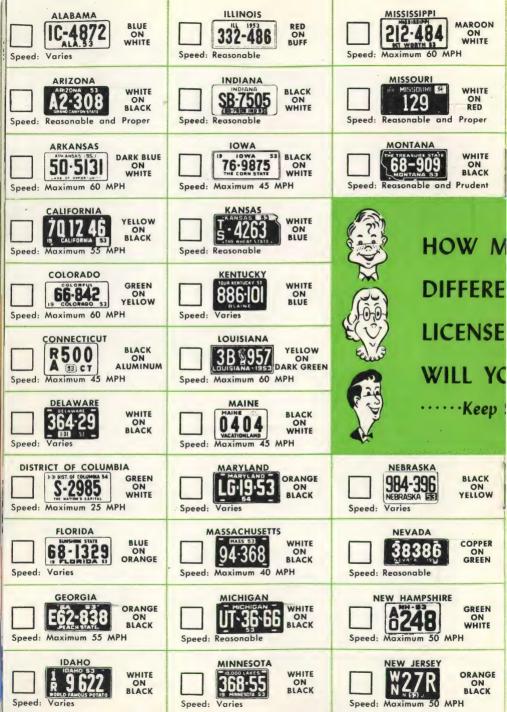
One bit of advice: Make your hotel reservations in advance. New hotels are going up all over Mexico, but room demand often exceeds availability.

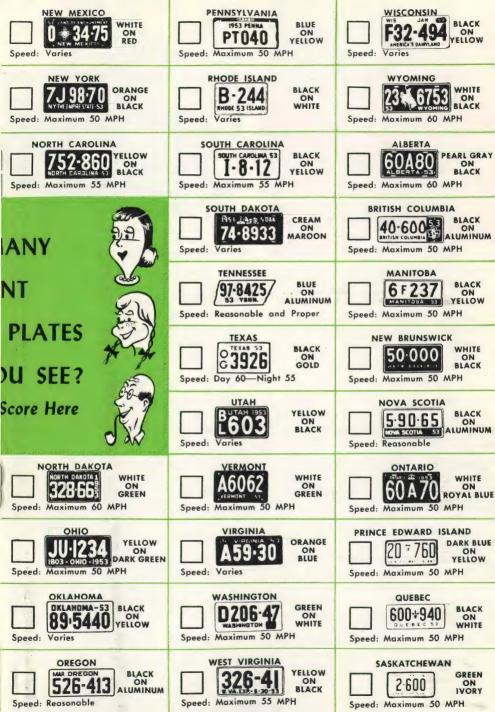
Another tip: Be sure to have card or paper identification with you so as to prevent unnecessary delays at the Mexican Immigration Office. United States citizens are not required to have passports but must be able to prove U.S. citizenship.

Tourist cards and car permits must be obtained from the Mexican Customs Office at the port of entry. The permits are good for six months only and cannot be extended. Permits must be kept and returned for cancellation upon leaving the country. There is no formality for entering Mexico by car at one port of entry and leaving from another port.

Motorists must have license registration certificate, proof of ownership and cards of identification. If your car is not fully paid for, it will be necessary for you to have a notarized statement from the lien holder granting permission to remove the car from the United States.

United States currency and traveler's checks may be taken into Mexico. It will be necessary to exchange your U.S. currency for Mexican money. Traveler's checks are cashed without formality.





#### OUR TRAVELING HOME

Entire Family Travels, Lives In Car On Month-Long Holiday

by
B. DAVID TREASE

We have two children—Nancy, 4, and Donnie, 2. I am an instructor at the University of Michigan, which means that we have to get by on a modest salary. Still, we love to travel, and one advantage of my job is that I do have at least a month off in the summer. By taking advantage of our Nash we are able to take a long vacation trip which is a lot of fun and still doesn't put a crimp in our budget.

On a recent trip Nancy pretty well summed up our way of traveling. Tucked snugly in bed as we rolled along, she remarked, "Why, Daddy, it's just like the house was moving!"

We really do make a "traveling home" of our car. By carrying along our own bed, ice box, stove, table, chairs and cooking utensils we become completely independent of inconvenient and expensive hotels and restaurants.

We cook our own meals and sleep in our Nash bed. Not only does this save us a substantial amount of money, but we find it much more enjoyable than more conventional



The vacationing Trease family packed more than 30 items in trunk of their car.

traveling. Of course, it does require carrying a lot of equipment; we couldn't do it without our Nash's extra-large trunk.

When it's time for meals, we turn off the highway onto a quiet side road. Sometimes we have to drive several miles to find a pleasant place to eat, but it's well worth the trouble to get away from the noise and dust of traffic. In this way we have found many beautiful spots that are missed by the great majority of travelers.

After our evening meal, we dress the children for bed and make up the bed in the car. Then we fold back the front left-hand corner of the covers and raise the back of the driver's seat. When, a little later, the children become sleepy, we just put them to bed and continue driving.

When we begin to feel sleepy ourselves, we simply stop at some suitable place (as far off the road as possible), let down the seat, put on our window screens and go to bed This system allows us to get in two or three extra hours of driving without undue fatigue or trouble with



Mrs. Trease takes the wheel while the children and "Pop" catch a few winks.

the children. In spite of our frequent stops on account of the children, we can cover from 400 to 500 miles a day without tiring ourselves out.

Most important of all to us is the fact that we can now do extensive traveling without much worrying about expenses. After our trip last summer I did a little figuring. We had traveled slightly more than 4,000 miles; the total expenses for the car, including a lubrication and oil change every 1,000 miles, were \$63, or about one and one-half cents per mile. Since we had no extra expenses for food or lodging and



The Traveling Trease family of four comfortably spend a night in their car.

saved on utility bills for the three weeks we were gone, we figure that we can travel about as cheaply as staying home.

Incidentally, our gasoline mileage for the trip was about 22 miles per gallon, including several hundred miles of city driving and mountainous country where we were unable to use overdrive. When I tell my friends that we drove from Florida to Michigan with only two stops for gasoline and arrived at Ann Arbor, Mich., with a quarter of a tankful to spare, they look at me incredulously. But it's true!

Meals in a setting like this are something the entire family looks forward to.



#### CALENDAR OF SUMMER EVENTS

#### NORTHEAST

#### JUNE

11-Laurel Week, Pioneer Valley, Mass. 12-Yale-Harvard Boat Race, Thames River, New London, Conn.

13-14, 20-21-GMHA Stagecoach Rides, South Woodstock to Norwich, Vt.

14-19-Marble Tournament, National Finals, Asbury Park, N. J.

15-July 11-Harness Racing, Laurel, Md. 19-20-State Laurel Festival. Wellesboro, Pa.

19-21-Bi-Centennial, Newcastle, Maine 20-Newport-Annapolis Race, Newport, Rhode Island

27-Miss Rhode Island Pageant, Cranston, R. I.

#### JULY

1-5-Dutch Folk Festival, Kutztown, Pa. 3-4-Bonfire and Traditional Historic Festivities, Bristol, R. I.

3-Sept. 6-300th Anniversary, Kenne-

bunkport. Maine

4-Annual Festival of Roses (2,000,000 blooms in 17-acre garden), Newark, New York

4-5-Sports Car Road Race, Raceway, Thompson, Conn.

5-25—Esplanade Concerts, Hatch Shell, Boston, Mass.

12-18-Open Garden Week, Vermont.

13-Aug. 8-Harness Racing, Baltimore. 24-26-Annual Rhody Regatta-open to all sail, power and outboard boats, Newport, R. I.

27-Annual Hall of Fame Baseball Game, Doubleday Field, Cooperstown,

New York

July-Aug.—80th Annual Assembly, Chautauqua, N. Y.

#### AUGUST

1-Miss New Jersey Pageant, Atlantic City, N. J.

6-7-8-Annual Cracker Barrel Bazaar. Newbury, Vt.

14-National Baseball Congress Tournament opens, Wichita, Kan.

17-23-American Dance Festival, Connecticut College, New London, Conn.

28-30-300th Anniversary Celebration, Wells, Maine

29-Sept. 7-National Amateur Tennis Championships, USLTA, Forest Hills, New York

31-Sept. 5-Champlain Valley Exposition, Essex Junction, Vt.

Fridays-5 p.m.-Pilgrim Processional, Plymouth, Mass. Sept. 7-12—Miss America Pageant, At-

lantic City, N. J.

One of America's most sacred shrines, Plymouth Rock, is mecca for tourists.

The Miss America Pageant at Atlantic City, N. J., is always a brilliant show.





#### where to go... what to see ...



#### SOUTHEAST

#### JUNE

1-20—Blue Ridge Parkway (Va.-N.C.) Flame Azalea, Mountain Laurel and Purple Rhododendron Display

4-6-Miss South Carolina Pageant, Myrtle Beach, S. C.

11-13-Fiesta of Five Flags, Pensacola, Florida

15-July 5-"The Tall Kentuckian," play with music about Lincoln, Iroquois Amphitheatre, Louisville, Ky.

18-20-Louisiana Peach Festival and

Fair, Bastrop, La.

19-20-Miss Mississippi Pageant, Jackson, Miss.

20-Rhododendron Festival. Roan Mountain, Tenn.

26-July 2-Horse Show, Charles Town, West Virginia

26-Sept. 7-Outdoor dramas, Boone, Asheville, Manteo, Cherokee, N. C.

28-29th Annual "Singing on the Mountain," Grandfather Mountain, N. C.

#### JULY

1-5—Deep Sea Fishing Rodeo, Gulfport, Mississippi

1-5-Dixie Frolics (Annual Beauty Conand Celebration), Daytona Beach, Fla.

July 1-Sept. 6-Outdoor drama, Williamsburg, Va.

9-11-Southeastern Tobacco Festival, Moultrie, Ga.

13-18-Junior League Horse Show, Lexington, Ky.

15-17-Miss North Carolina Beauty Pageant, Morehead City, N. C.

16-19-Miss Hospitality Contest, Jackson and Biloxi, Miss.

20-24-6th Annual Craftsman's Fair of Southern Highlands, Asheville, North

23-25—Grand Isle Tarpon Rodeo, Grand Isle, La.

30-31-Wild Pony Roundup and Auction. Chincoteague, Va.

#### **AUGUST**

3-4-Miss Virginia Pageant, Cape Charles, Va.

5-8-26th Mountain Folk Music and Dance Festival, Asheville, N. C.

15-Annual North-South Football Game, Charleston, W. Va.

Convention 15-22—International Loyal Order of Moose, Miami, Fla. 25-29—Walking Horse National Celebration, Shelbyville, Tenn.

30-Sept. 1-Horse Show, Warrenton, Va.

If it's fishing you want, here's a sample of what awaits you off Gulf Coast (left). This 104-pound beauty (right) took first place in 1952 Grand Isle, La., Tarpon Rodeo.





#### where to go...

#### MIDWEST

#### JUNE

6-7—National Peony Show, Kansas City, Mo.

14-21—Rose Festival, Columbus, Ohio 18-20—Buffalo Bill Rodeo, North Platte.

Nebraska

19—Miss Michigan Pageant, Muskegon, Michigan

25—Light Opera Season opens, Prospect Park Auditorium, Moline, Ill.

26-27—Kaffe Fest, Willmar, Minn. 27-July 4—Centennial, Oshkosh, Wis.

#### JULY

5-9—Elks National Convention, St Louis, Mo.

5-12—Centennial Observance, Edgerton,

Wisconsin

8-10—National Cherry Festival, Traverse City, Mich.

9-10—Birthday Celebration and Rodeo, Wall, S. Dak.

10-12—Northwest Water Carnival, Detroit Lakes, Minn.

17-26—Aquatennial, Minneapolis, Minn. 18-19—Miss South Dakota Pageant, Hot Springs, S. Dak.

24, 25, 26, 31-Aug. 1, 2, 8, 9, 10—Song of Hiawatha Pageant, Pipestone, Minn. 24-26 (T)—Miss Iowa Pageant, Clear Lake, Iowa

29-Aug. 1—U.S. Coast Guard Festival, Grand Haven, Mich.

31-Aug. 2—Days of '76 Celebration, Deadwood, S. Dak.

Nightly through Labor Day—Indian Ceremonial at Stand Rock, Wisconsin Dells, Wis.

#### **AUGUST**

9-Miss Minnesota Pageant, Minneapolis, Minn.

13-15—Gold Rush Days—4-H Fair,

Shakopee, Minn.

13-15—Ćorn Carnival, Gladbrook, Iowa 14-16—Paul Bunyan Days, Cadillac, Michigan

14-23—State Fair, Springfield Fair Grounds, Springfield, Ill.

17-19—Historical Pageant, Beaver City, Nebraska

18-19—Corn Carnival, 75th Anniversary, Cokato, Minn.

22—Chicagoland Music Festival, Chicago, Ill.

22-30—Missouri State Fair, Sedalia, Mo. 22-30—State Fair, West Allis, Wis.

28-Sept. 4—Ohio State Sesquicentennial

31-Sept. 4—American Legion National Convention, St. Louis, Mo.

National Baseball Congress Tournament begins August 14 in Wichita.





Yachting is included in summer fun menu from Chesapeake Bay to Straits of Juan de Fuca.

#### what to see ...

#### WEST

#### JUNE

1-Sept. 7—Indian Dances and Rodeo (nightly), Lander, Wyo.

4-6-Pioneer Days, Clovis, N. M.

10-14—Rose Festival, Portland, Ore.

12-14—Osage Tribal Ceremonial Dances, Pawhuska, Okla,

18-20—Miss Idaho Pageant, Boise, Idaho 19-21—Miss California Pageant, Santa Cruz, Calif.

22-27—Cherry Festival, Emmett, Idaho 24-26—Miss Arkansas Pageant, Forrest

City, Ark. 25-27—Fort Griffin "Fandangle," Albany, Texas

#### JULY

2-5—Bend Water Pageant, Bend, Ore.

3-5-Rodeo, Reno, Nev.

3-Aug. 14—(Friday nights) 7th Annual Red Rocks Music Festival, Denver, Colorado

4-5—Rodeo of Champions, Red Lodge, Montana

6-Aug. 31—(nightly) Parade and Wild West Show Cody Wyo.

West Show, Cody, Wyo. 9-12—Rodeo de Santa Fe, New Mexico.

11-12—Miss Colorado Pageant, Denver.15-18—World Championship Rodeo and Roundup, Ranger, Texas 16-17—Johnson County Peach Festival, Clarksville, Ark.

16-19—37th California Rodeo, Horse Fair and Stock Show, Salinas, Calif.

17-19—Miss Oregon Pageant, Seaside. 17-23—National Boy Scout Jamboree, Santa Ana, Calif.

21-25—Days of '47, Salt Lake City, Utah 21-25—Pioneer Days, Ogden, Utah

23-24—Fremont County Pioneer Days, St. Anthony, Idaho

25-26—Lewis and Clark Pageant, Three Forks, Mont.

31-Aug. 9-Annual Seafair, Seattle, Wash.

#### **AUGUST**

1-30—Shakespearean Festival, Ashland, Oregon

8—Gold Cup Regatta, Seattle. Wash. 8-9—Yacht Race, San Francisco, Calif. 12-15—Warbonnet Roundup. Idaho

12-15—Warbonnet Roundup, IdahoFalls, Idaho15—Zia Pueblo, Assumption Day Fiesta

and Ceremonial Dance, Gallup, N. M. 19-22—"Old Spanish Days in Santa Barbara" Fiesta, Santa Barbara. Calif.

21—Greenbelt Bowl Football Game, Childress, Texas

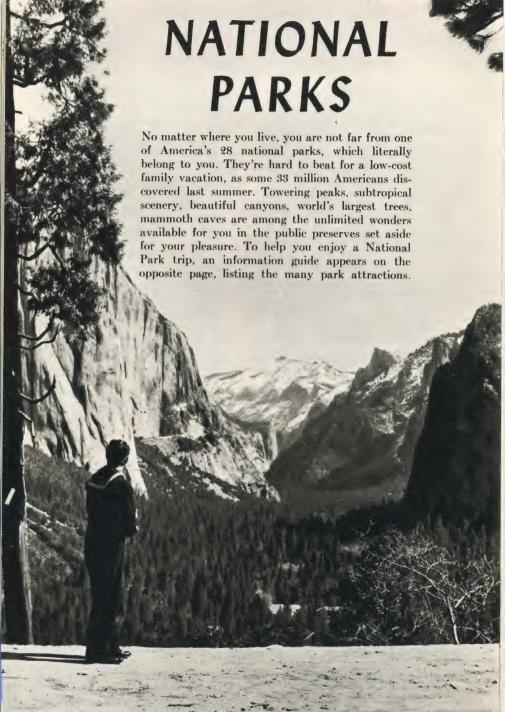
22-23—Pageant of Glacier National Park country, Cut Bank, Mont.

New Mexico visitors can see Navajo Indian women weave famous rugs.

Thousands attend week-long Rose Festival held each June in Portland, Ore. Floral parade is highlight.















	Boating	Boats for hire	Camping	Number of days allowed	Wood for fuel	Cave Trips	Fishing	Tackle available	License required	Guided Trips	Hiking	Horseback Riding	Horses for Hire	Museums	Picnicking	Primeval Forests	Self-Guiding Trails .	Swimming	Swimming pools	Winter Sports	Ski accessories	Overnight Accommodations
Acadia, Maine	V		√	30	√		√		√	√	√	√	√	V	√	√	V					
Big Bend, Texas			<b>√</b>		√		<b>V</b>		V		√	V	√		√	√	V					√
Bryce Canyon, Utah			<b>V</b>	30						√.	<b>V</b>	√	1	<b>V</b>	√		V					√
Carlsbad Caverns, N. M.						√				<b>V</b>				√	√							
Crater Lake, Ore.	√	√	√	30			V	√		√	<b>V</b>			<b>V</b>	√	1	V			V	√	√
Everglades, Fla.	V	V	√				V		V	V	√				V	V	V					
Glacier, Mont.	V	V	<b>√</b>	30			V			√	√	V	√		V	V	V					√
Grand Canyon, Ariz.			√							√	√	V	<b>V</b>	√	√	1	√					√
Grand Teton, Wyo.	V	V	V		V		V	V	√	√	√	V	√	√	V	V	V					V
Great Smoky Mts., TENN.			1		<b>V</b>		V	V	<b>V</b>	٧	V	V	V	<b>V</b>	V	V						V
Hawaii, T. H.			V			<b>V</b>				٧	V			V	V	V	V	- 0				V
Hot Springs, Ark.			V								V	V	V	V	V							
Isle Royale, Mich.	V	V			V		V	V		V	V				V	V	V					V
Kings Canyon, Calif.			V	30	<b>V</b>		V		V	V	V	V	V	V	<b>V</b>	V						V
Lassen Volcanic, Calif.	V	V	√			√	<b>√</b>	V	V	V	V	V	V	V	V	V	V			V	√	V
Mammoth Cave, Ky.			V			V	V			<b>√</b>	V				V				1 10			V
Mesa Verde, Colo.			√		V					V	V	V	V	V	<b>√</b>		V					V
Mt. McKinley, Alaska			√		V		V			V	V				V							
Mt. Rainier, Wash.			V		V		V			V	V			V	V	V	· V			V	V	V
Olympic, Wash.	V	V	V		V		V			V	V	1	V	<b>√</b>	V	V	V	V	V	√	V	. V
Platt, Okla.			√							V	V			V	V		V	V				
Rocky Mountain, Colo.	V	V	<b>√</b>	30			1	V	V	V	V	V	V	V	V	V	V			V	V	V
Sequoia, Calif.	T		V	30	V	V	V		V	V	V	V	V	V	V	V	V	V	V	V	V	V
Shenandoah, Va.	T		V	30	V		V		V	V	V	V	V		V	T	V					V
Wind Cave, S. Dak.	T	T	V		T	V		1		V	V				V		1		T			
Yellowstone, Wyo.	V	V	V	30	V		V	V		V	V	V	V	V	V	V	1				T	V
Yosemite, Calif.			V	30	V		V		V	V	V	V	V	V	V	V	V	V	V	V	V	V





It is best to heed washing instructions that come with newly purchased garments. I file these instructions under the brand name. Then when an article needs washing, I know where to find specific instructions.

> Mary G. Tschida St. Paul, Minn.

My beard is heavy and my skin is tender. It is necessary for me to shave every day. I find that by alternating lather cream with brushless cream, my face is less irritated and that razor blades last longer.

Robert H. Mitchell Eatontown, N.J.

The pointed end of a beer can opener is excellent for de-veining shrimp.

Mrs. Frank T. Gauding St. Louis, Mo. Potato chip cans can be made into attractive waste baskets for sewing room or bathroom. Just enamel in desired pastel shade.

Mrs. Frank Herr Kankakee, Ill.

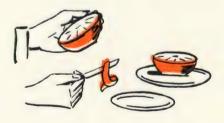
To avoid tucking in wiring on electric blankets when making beds, I put a few stitches in contrasting thread around edge of wiring. This makes it easy to determine how much blanket can be safely tucked in.

Mrs. F. G. Baird.

S. F. G. Baird Goble, Ore,

Iced tea or coffee is greatly improved if the ice cubes are made of coffee or tea instead of water.

Coral Laughmiller Mt. Vernon, Ill.



Grapefruit, cantaloupe and orange halves will not slide about on the plate if a piece of rind is cut off the bottom of each half.

> Mrs. Norma Gregg N. Braddock, Pa.

#### NASH OWNERS

To keep marshmallows from drying out, try putting them in a plastic bag at time of purchase. Put a rubber band around top to keep air out.

> Mrs. Janis Schoemaker Muscatine, Iowa

A pipe cleaner makes a fine substitute small paint brush for touching up small chips or scratches in painted surfaces.

> Norm Jacky Fond du Lac, Wisc.

When making cake icing of powdered sugar, add 4 tablespoons or more of butter to a pound of sugar. Beat well. This eliminates that powdered taste.

Mrs. Roy O. Baker Bloomington, Ind.

Water African violets with cold coffee. They will grow better and faster

Mrs. H. E. Gray Iraan, Texas

To keep appliance cords from tangling in a drawer, slip each one into an empty paper towel roll. Leave an end of the cord out so it can be removed quickly.

Mrs. Emmerson Zettle Orangeville, Ill.

If you have a favorite way of performing some ordinary household task, or have discovered a short cut in the performance of some chore, send it along, Nash Airflyte Magazine will pay five dollars for each contribution published. None will be returned. Address all contributions to Nash Airflyte Magazine. 431 Howard Street, Detroit 31. Michigan.

Line the bottom of your kitchen waste basket with oilcloth. Moisture can't soak through. And the lining can be wiped clean when soiled.

Mrs. Bessie Anderson High Bridge, N.J.

Wide-mouth glass jars can be used for summer storing of woolen gloves, socks, scarves and small sweaters. Wash and spray articles, tuck in jars with a few naphlene flakes. A gallon jar holds a surprising amount.

> Lucy Anne Branda Rowayton, Conn.





Share your smile with Nash Airflyte readers and be richer by five dollars. Nash Airflyte pays five dollars for each Smile Along the Road contributed by a reader and selected for publication. All contributions become the property of Nash Airflyte and none will be returned. Send your contribution along to Nash Airflyte Magazine, 431 Howard St., Detroit 31, Michigan.

#### BODY BUILDERS

On Heights Boulevard at 11th Street, Houston, Texas, there is an interesting sign:

> BILDERBACK AND BILDERBACK CHIROPRACTORS

> > Mrs. A. H. Hicks, Sr. Houston, Texas

#### BARGAINS

Glenn Dixon Mount Vernon, Wash.



#### FEET FIRST?

I enclose a picture of a sign on a Saginaw street.



Arthur A. Fournier Saginaw, Mich.

#### **OPEN FACE SANDWICH**

As I was driving along a Maryland highway, I observed this real estate sign:

WE SELL THE EARTH. DO YOU WANT A SLICE?

> Mrs. Clarence Branthaver Mercersburg, Pa.

#### SKIN GAME

On a Miami bathing beach is this sign:

A COAT OF TAN FOR THE BASKING

> Mrs. D. E. Greenwalt Jacksonville, Fla.



DRIVING PLEASURE



Designed especially for Nash Airflytes equipped with twin beds, the Airmat offers cool comfort for sleeping. Ideal as a mattress, the Airmat is useful in numerous other ways: (1) As a smart lounging pad at the beach; (2) For fun afloat (the children will love it!); and (3) For sunbathing right in your back yard. It's easily carried in a compact pumppack, and takes but little room when not in use.



#### When Traveling this Summer, Eat Sumptuously



A long vacation drive can have a great deal more tang and enjoyment when punctuated by a really good meal. During the past four years, Nash Airflyte Magazine has featured a variety of fine eating establishments across the nation. They are listed here once again for your culinary choice during a vacation trip. Any one of them is worth driving out of the way for a rewarding experience in good eating.

#### **NEW ENGLAND**

1896 House—Williamstown, Mass.
The Toll House—Southeast of Boston, Mass.

#### MIDDLE ATLANTIC

The Old Fort—New Paltz, N.Y.
Leo Gerard's Restaurant—Huntington, N.Y.

Old Mill Inn—Bernardsville, N.J. Old Original Bookbinder's—Philadelphia, Pa.

#### SOUTH

Maxim's—Miami Beach, Florida Green Lantern Tea Room—Chatham, Va.

Nu-Wray Inn—Burnsville, N.C. The King's Arms—Williamsburg, Va. Angelo's—Gulfpórt, Miss. Willcox's—Aiken, S.C. Broussard's Restaurant—New Orleans, La.

Joe Jefferson House—Mobile, Ala. Aunt Fanny's Cabin—Smyrna, Ga.

#### MID-WEST

Stouffer's Shaker Square Restaurant
—Cleveland, Ohio
London House—Chicago, Ill.
Caproni's—Cincinnati, Ohio
Mader's Restaurant — Milwaukee,
Wisc.

Arrow Rock Tavern—Arrow Rock, Missouri

The Milk Pail—Dundee, Ill.
Lowell Inn—Stillwater, Minnesota
McDonald Tea Room—Gallatin, Mo.
Green Parrot Inn—Kirkwood, Mo.
The Vineyards—Detroit, Mich.

#### SOUTHWEST

Ye Old College Inn—Houston, Tex. Red Bryan's Smokehouse—Dallas, Texas

#### **FAR WEST**

El Poche Cafe—San Gabriel, Calif. Tail O' The Cock Restaurants—Los Angeles, Calif.

Knott's Berry Place—Buena Park, Calif.

Fishermen's Grotto—San Francisco, Calif.

Grisson's-San Francisco, Calif.



## Vacation Time/

GET THESE SERVICES FOR THE

### "OPEN ROAD"

- ★ FRONT WHEEL BEARING RE-PACK
- \* ENGINE TUNE-UP
- \* BRAKE ADJUSTMENT
- ★ Complete
  LUBRICATION AND
  OIL CHANGE



YOU CAN'T BEAT

Mash SERVICE

SERVICE PARTS

BRING YOUR Mask to FOLKS WHO KNOW IT BEST

SEC. 34.66 P. L. & R.

Howard E Kilborn 906 Bauman Ave Austin Minn

## Merrily We Roll Along

Vacation time at last is here. And



for millions of Americans, that means many happy hours of "merrily rolling along" the great ribbons

of concrete to the mountains, lakes, seashore and all the other gay recreation areas of U.S. Vacationland. It is our sincere wish that your vacation will be a happy one. Before you leave, come in and let us make sure your car is in condition for safe, care-free motoring.

#### ENSTAD NASH, INC.

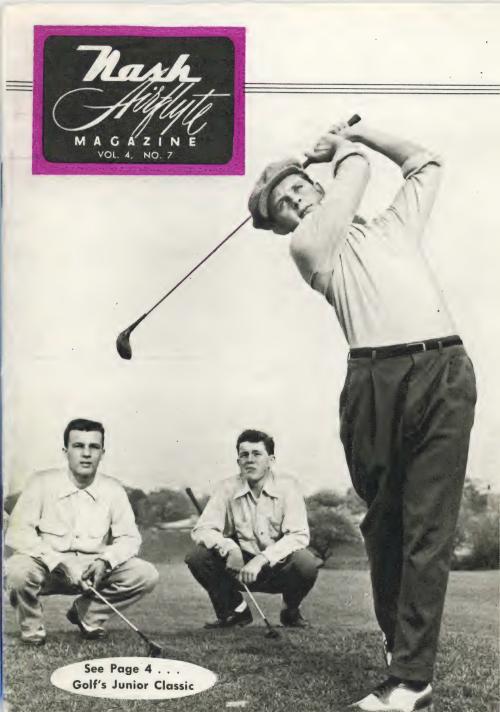
1327 Oakland Ave., W.

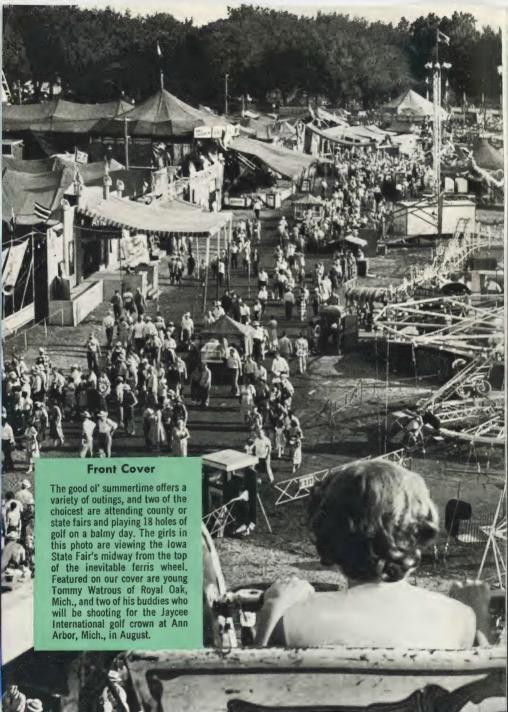
Austin, Minn.

**Phone 9639** 

More For Your Cash at Enstad Nash

14-8





VOL. 4



NO. 7

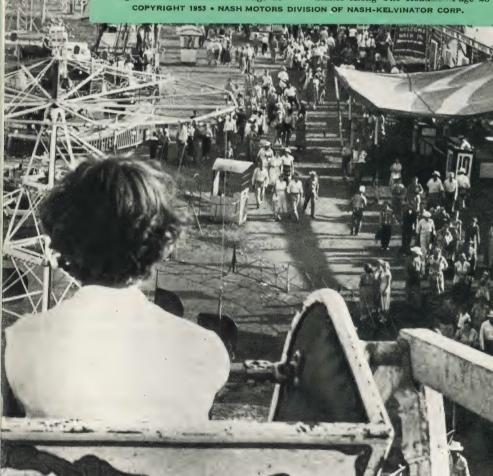
#### Editorial Offices

431 Howard St., Detroit 31, Mich.

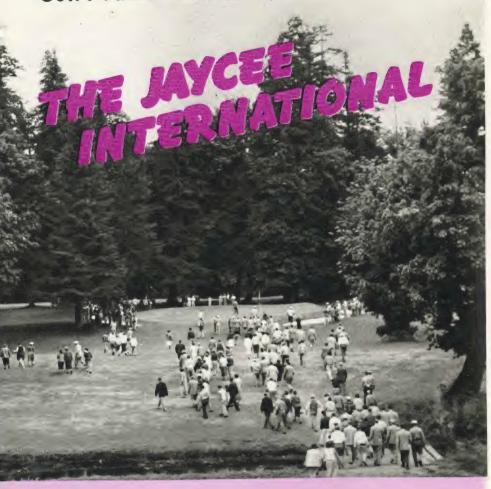
Published by and distributed with the compliments of your Nash Dealer

#### FEATURED IN THIS ISSUE

	Golf's Junior Classic Page 4	How To Take Vacation	
	We're Going To The FairPage 8	Pictures Page	
	Famous Eating Places Page 11	What Place Is This? Page	
8	Angling Editor on WheelsPage 12	Bridges Page	
		Helpful Hints Page	20
	Niagara of the North Page 16	Smiles Along The Road Page	25



#### Golf's Junior Classic . . .



the balance at Ann Arbor . . . "
Those words, which have been sent over many a telegrapher's key from the University of Michigan stadium, will still hold a significant meaning for five days from August 17-22 this summer.

But the scene won't be a packed

gridiron stadium. It will be just\_south, across the street at the U. of Michigan golf course. There some 250 or more young golfers will battle it out in the 8th Annual U.S. Jaycee International Tournament.

This classic for boys under 18 will feature the survivors from 25,000 youngsters who started swing-

Heartache and end of the trail for a junior golfer who checks his losing score after everyone has left.

ing at their local golf courses this Spring to qualify for the big chance at Ann Arbor. Local tourneys were held in 48 states, Mexico, Nova Scotia, Cuba and other Caribbean countries — as well as in Canada and Hawaii. Proclaimed by leading links writers to be the largest and most representative golf tournament of its kind in the United States, this event will have all the drama and competitive spirit of the "Masters."

This "Little Masters" will have youngsters who may not get as long a ball on their drives and iron shots as the pros, but their enthusiasm (and even their scores) will rival the biggest tournaments on the



nation's top professional circuits.

The only difference between the junior competition and the senior tournaments is the age restriction of 18 or under—and the fact that the entrants play their hearts out for trophies instead of money.

(continued on page 6)

This local tournament at Ames, lowa is duplicated on hundreds of courses as 25,000 youngsters battle for the chance to go to Ann Arbor and golfing glory.





Good comradeship and international goodwill prevail as boys from all over compete. From left to right—Tommy Jacobs, 1952 U.S. Jaycee champ; Wendall Kop, Hawaii; Gene Howerdd, Augusta, Ga; and Kevin Riley, Vancouver, B.C. Jacobs is Californian.

(continued from page 5)

The Jaycee tourney was originated in 1946 to give younsters an opportunity to learn and practice sportsmanship under tournament fire and to stimulate a greater interest in the game of golf.

The first tournament was held in Spokane, Wash., with only 27 entrants. Since then, some of golfdom's ranking shooters have come from Jaycee tournies. Al Mengert of Spokane, who won the youngsters' crown in 1946 and '47, reached the finals of the 1952 National Amateur before turning pro. The 1948 winner, Gene Littler of San Diego, Calif., was top amateur in the 1953 San Diego Open, and won the recent

Tucson and Palm Springs Invitational Tournaments.

Bud Holscher, who won the championship in 1949, was named as a Walker Cup alternate in 1952. Other winners will be heard from—including Tommy Jacobs, Montebello, Calif., who nosed out Scotty Fraser of Panama City, Fla., on the last hole to win the 1952 Jaycee. Tommy recently won the Thunderbird Invitational at Palm Springs.

The Jaycee Junior has expanded rapidly since the introductory Spokane tournament. One of the notable improvements came this year when Nash Motors and Dealers agreed to furnish the international

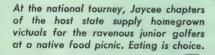
trophies and to provide transportation for the top five boys in each of the state tournaments to and from the National at Ann Arbor.

It is not hard to understand why leading golf authorities enthusiastically endorse this annual event. The Jaycee Junior now has more players attempting to qualify than in any other single golf championship in the nation. It reaches down into the smallest localities to spur golf interest among the "small fry."

The important contribution being

made by the Jaycee Junior to the future of golf was recently summed up by the first champion, Al Mengert. "I had the honor of winning the first two championships," he said. "As I look back now, it wasn't the golf I played that I remember most, but the experience I gained in sportsmanship and good fellowship and love of the game. It was those concepts of the game that I remember from your tournament. That's why I'm tremendously proud to have been your first champion."

Mr. Jaycee. Behind the scenes of the nation's largest junior golf program are the 140,000 hard-working members of the U.S. Junior Chamber of Commerce.









AS FOR US ...

# WE'RE GOING TO THE FAIR

WHEN THE RIGHT moment arrives, a merry-go-round mechanic will throw a switch. Horses will begin to prance, the carrousel music machine will begin — and another summer's fair will be under way.

The photos on these pages aren't just of any fair. They depict perhaps the greatest fair of them all in the United States—the Iowa State Fair. The institution of fairs has always had a strong agricultural flavor, and it is only natural that the rich farming state of Iowa should produce a state fair in the top rank.

Cecil B. de Mille visited the Iowa State Fair several years ago. The famous movie producer bought a



bag of peanuts from a vendor, munching them and looking at the throng.

"I like to watch the people," he said. "This is America. Nothing could be more interesting."

The Iowa people make the fair what it is. Here they bring the tests of their skill and handicraft; show competitively the produce of their land. Every contest has its grain of human drama.

Every summer, several hundred Iowa expatriates who prefer to live in California make a pilgrimage on a special train back to the Iowa State Fair. An orange grove never is a wholly adequate substitute to those who grew up on a farm.

(continued on page 10)



These boys duck under a table to work on a couple of cones of floss candy and watch the fair crowds scurry by in rain.

The Old Fiddlers' Contest is an annual feature of the Iowa State Fair, anticipated eagerly by all square dance enthusiasts.





A 16-year-old lad from Bloomfield, lowa, poses with his 1,231-pound Hereford, grand champion baby beef at the Fair.

Mrs. Oscar Vik of Onawa, lowa, gives a last-minute check to some of her canned and baked entries in the culinary contest.

(continued from page 9)

The fair season gets under way in earnest early in July and continues at a heavy pace throughout September. You are missing one of the greatest shows in existence if you pass up a county or state fair.

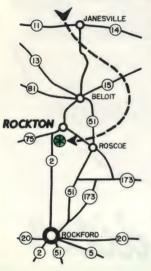
Chances are that you'll enjoy the fair in the next county or in an adjoining state even more than your own. If you want a refreshing, different kind of an outing, drive somewhere to a fair this summer.



The horse isn't completely extinct. This team pulled 3,500 pounds all of 271/2 feet.









#### RECIPE FOR LUSCH TORT

Every restaurant has its specialty, and the Wagon Wheel has several dishes that are something special. Perhaps the most popular of all, however, is something called Lusch Tort. This delicious dessert has ingredients of eggs, butter, powdered sugar, vanilla wafers and broken pecans. There's nothing special about those ingredients, but the manner in which they are put together by the chef at the Wagon Wheel has patrons coming for miles around. If you wish this outstanding recipe, simply write to Favorite Eating Places, Nash Airflyte Magazine, 431 Howard Street, Detroit 31, Michigan.

WITH ALL DUE respect for the nationally-known food savants, the fraternity of truck drivers and their appreciation of good food deserve credit for starting the Wagon Wheel at Rockton, Ill., on the road to national culinary fame.

The "Wheel," located between Beloit, Wis., and Rockford, Ill., has skyrocketed to renown and 14th place on the highly respected list of the nation's 50 best eating places, as selected by traveling businessmen. But it would never have happened without the early patronage of truckers when it was just a small

truck stop on U. S. Highway 2 back in 1936.

Since then, Walter Williamson (affectionately known as "Mr. W" to employees and hundreds of friends), and his gal Friday, the charming Gayle Manners, have parlayed good food, "fussy" service, and such elements of charm as unique decor and excellent music into one of the country's best-loved eateries.

As many as 1,700 persons have dined at the Wagon Wheel on a single night—and you will be rewarded with a rich eating experience, too, by visiting this spot.



# Angling Editor on Wheels

THERE ARE A great many pleasant ways to earn a living—and it's likely that many fishermen would agree that Jason Lucas has discovered the most pleasant of all.

Mr. Lucas is fishing editor for Sports Afield Magazine. He has fished every major stream and lake on the North American continent.

How does this roving reporter move with such agility from a small-mouth stream in Maine to a lake somewhere in Michigan where the pike are jumping? He does it with his ever-handy Nash, pulling along a heavy trailer that not only has all the conveniences of home, but is home to the Lucas family.



#### LINE STRENGTHS FOR COMMON GAME FISH

by JASON LUCAS, Angling Editor Sports Afield Magazine

#### Author of LUCAS ON BASS FISHING

FLY: For good casting, a fly line must suit the rod with which it is to be used, not the fish sought. The same line would be used for sunfish and salmon.

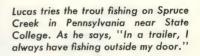
SPINNING: Good casting with fresh-water spinning tackle cannot be done with lines over 8 lbs. test, and still lighter will permit better casting.

CASTING ROD: Lines recommended here should suit the average angler under average conditions. Presence of unusually large fish, especially with many weeds or snags in the water, may make a heavier line advisable. A skilled angler may use much lighter line in open water, for its better casting qualities.

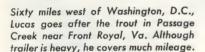


SPECIES			LBS	. Т	ES
Bass			10	_	12
Pickerel	٠.	٠.	10	_	12
Walleyes			10	_	15
Northern Pike.		٠.	15		20
Muskellunge		٠.	20	-	35





Reelfoot Lake in Tennessee is another stop the wandering angling reporter makes. As he rolls across America, he tries methods and tackle for analysis.







The Lucases relax at famed Lake Mead, a noted bass spot in Nevada. Jay is selecting some new tackle for some redhot action and an up-to-the-minute fishing report for his vast sportsman audience.





# Don't Rush That Sun Jan!

Summer is a wonderful time of year, with its long days of sunbathing and sun-lit sports. Sun worshippers, however, sometimes get too enthusiastic and meet with the inevitable discomforts—neon-bright noses, freckling, drying, peeling and prematurely aged skins.

The by-products of the seasonal dash to "get a good tan" often result in a ruined vacation.

If you'll follow the common-sense suggestions on the right, you can be assured good results from your time invested with the sun.

# SIX COMMANDMENTS FOR SOAKING IN THE SUN

- Apply suntan lotion evenly and all over before exposure.
- Take special care of the most exposed parts or your body—forehead, cheekbones, nose, chin, shoulders and backs of knees.
- 3. Reapply suntan lotion after each swim.
- 4. Watch your timing. Take it easy and watch out for overlong exposure.
- Use a lip pomade. This will help relieve lips of fever sores, chapping and cracking.
- Use sun glasses. The sun can seriously damage delicate eye tissue, can make eyes red and unattractive.



# NIAGARA OF THE NORTH

MOTORISTS will travel thousands of miles this year for vacation pleasures in the summer wonderland of northern Minnesota, Michigan, Wisconsin, and western Ontario before the first frost comes. They will enjoy virgin lakes and verdant pine forests to the fullest, but many may be passing up a remarkable vacation-trip bonus located nearby.



by Vera and Henry Bradshaw

What most of them will not realize is that one of the true scenic wonders of the North American continent is nestled in an obscure spot, just 16 miles west of Fort William, western Ontario, Canada.

Here is the mighty, hurtling Kakabeka Falls, the "Niagara of the North." It is located 60 miles above the northeastern tip of Minnesota, just a few miles from Lake Superior. Another way to get there is by ferry from Sault Ste. Marie, Michigan.

This is the place where the Kaministiquia River takes an intense, but lovely, cascading leap downward 119 feet. Kakabeka is not pretentious in width. But the dramatic way in which it funnels to thunderous depths excites visitors. Miniature cataracts are created in the middle of a gigantic, powerful waterfall.

With every Indian name there goes a legend, and Kakabeka is no exception. Long ago, the Indians say, a captive Indian maid saved her tribe by surreptitiously directing an enemy canoe-fleet over the falls to their deaths. The Indian maid died with them. According to the Indians, you can see her spirit in the mist arising from the falls.





Action, but a little too much of it for the amateur camera, which does not have fast enough shutter to "stop" fast motion.

In this one Paddy McCrary runs toward the camera, instead of across the picture. Despite slow shutter, result is passable.



Another common mistake—with the angle at which the picture is shot bound to reveal too-large feet and general distortion.

Here is what a beautiful-to-look-at, overhanging tree did (photographically speaking) to a cute shot of Jinx and her sons.

## HOW TO TAKE



Here is another wrong picture. It's an old-fashioned tintype of Jinx posed with Kevin and Paddy. They were asked to "look pretty," and this was the sad result.

But when Jinx and sons were told to get along with their business, the group turned out to be alive and interesting.







### **VACATION PICTURES**

(... and How Not To)

WHEN THOUSANDS of vacationbound tourists get out to see strange and awesome sights, most amateur cameras get their hardest workout of the year.

Every amateur will try to adapt to his own use the many fine angles and compositions he has seen published from time to time. And in pursuing that worthwhile pastime, he will have many successes and, quite naturally, some failures. It is with a view toward eliminating these miscues that Nash Airflyte Magazine has solicited the help of radio and television stars Tex and Jinx McCrary, and their two sons Paddy and Kevin.

With their help (and the benefit of their errors), our series of photos may give you some valuable clues on how to come up with a pictorial report of your vacation really worth keeping for pleasure and reference.

# HOW TO TAKE VACATION PICTURES

Choosing the proper angle for a picture is all-important. Bad judgment here produced a sharp, but unidentifiable picture of backs, necks and elbows.

But from the right angle, this picture of Jinx is worth talking about and keeping as a valued vacation treasure.





## WHAT PLACE IS THIS

WHEN YOU ARE traveling this summer, you may be struck by the similarity of appearance of various localities. Such "look-alikes" as the horse country around Hanover, Pa. and Lexington, Ky.; lake resort towns in Michigan, Wisconsin, and Minnesota; and mountain hide-

outs in the Rockies and Sierras are well known. Certain spots in New York City are hardly distinguishable from areas in San Francisco.

Try your hand on these American scenes. Where would you live if this were your home? Answers are inverted at the bottom of this page.



San Diego, California. New Orleans, Louisiana. St. Petersburg, Florida.



Dover, Delaware. Fairfax County, Virginia. Annapolis, Maryland.



Pueblo, Colorado. Taos, New Mexico. Abilene, Texas. Globe, Arizona.



New York, New York. Minneapolis, Minnesota. Chicago, Illinois.

"apartment houses" of the Hopi Indians.
3. Fairfax County, Va. George Washington's home, Mount Vernon.
4. Chicago, III. Spanning Chicago River, from foreground to back, are: Dearborn, from foreground to back, are: Dearborn, Clark, LaSalle and Wells Street bridges.

 New Orleans. A typical view of the lace work of "galleries," a heritage from the Spanish and French.
 Taos, N.M. The quaint terraced adobe

**YUSWERS:** 





AN'S NEED TO span bodies of water, openings in the earth and other natural obstacles has led to a vast number and assortment of bridges in the United States.

Usually taken for granted, bridges have played a tremendous part in our nation's growth into a great world power in less than 200 years. Both by their presence and absence, bridges helped determine the outcome of the Revolutionary and Civil Wars. In more peaceful days, they have tied communities together that were separated by water—such as New York and Brooklyn and San Francisco and Oakland.

Bridge building is an art as old as recorded civilization. The masterful spans of Europe and the more crude bridges of other continents have ancient histories. The original London Bridge, for instance, dates back to the 13th century.

American civil engineers were thus comparative newcomers to the busi-

(continued on page 24)

The Natural Bridge in Virginia, surveyed by Washington and owned by Jefferson.





Mark Twain Bridge across the Mississippi River at Hannibal is the approach to America's Stratford-On-Avon from Illinois. Hannibal is rich in history of Twain's "Huckleberry"lore.

(continued from page 22)

ness of putting up a crossing wherever and whenever it seemed necessary to bridge a water gap.

Once started, however, they soon caught up. No nation in the world even approaches the United States in total number of bridges or the cumulative engineering know-how developed in their erection.

One yardstick of that progress is the fact that, in one eight-year period in the 1930's, the record bridge span length was more than doubled. Upon its completion in 1929, the Ambassador Bridge linking Detroit and Windsor was the world's longest at a "fantastic" 1,850 feet. Still, by 1937, five bridges with spans longer than the Ambassador had been built in the United States. One of these, the Golden Gate, more than doubled the Detroit bridge's span, and another, the George Washington, almost doubled it.

Now, a bridge longer than the Golden Gate is contemplated for the Narrows in New York Harbor. Most engineers agree suspension spans up to 10,000 feet are practicable.

There are other improvements in bridge construction coming soon—with the result that older bridges that bottleneck today's heavy motor traffic are on their way out.





Four nonchalant painters on Queensboro Bridge, New York City, point up the necessity of constant bridge maintenance.

The Oakland Bay Bridge, a link which connects San Francisco transcontinentally with the remainder of the United States.

Golden Gate Bridge, magnificent symbol of home to every serviceman who ever fought in the Pacific. The hills of suburban, shipbuilding Marin County glisten in background.





Add bits of charcoal to the soil of your house plants. They provide the needed carbon for a long and healthy life for your favorite plants.

Mrs. Max Kramer Trenton, N. J.

To vary your corn muffins (or "hush puppies"), grate an onion into the dough. Delicious served with fried fish and all vegetables.

Mrs. W. R. Lockard Shreveport, La.



Use a soda fountain straw to light the oven. Straws are waxed and burn readily, and are long enough to reach burner without putting hand in oven.

> Mrs. Rollie Wade Owensboro, Ky.

To keep playmates from disturbing my youngster while taking her nap, I devised a "Do Not Disturb" sign to hang on my door with a string. It's a picture of a sleeping baby (from a magazine) on a cardboard. Even salesmen show respect.

> Mrs. Joseph Slowik Woodcliff Lake, N. J.

When warming baby's food use the egg poacher. It is just the right size for small amounts.

Mrs. George Burling
Alva, Okla.

When baking layer cakes, grease pans; then place two 2-inch strips of wax paper crisscross in each pan, leaving surplus paper above pan to serve as handles. The cake when baked can be lifted out easily, and there is very little wax paper to annoy you in removing.

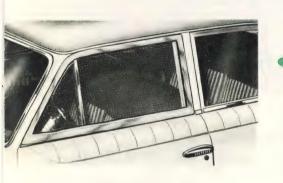
Mrs. Laura A. Hepner Redmond, Ore.

Putting sand in the bottom of vases will prevent their tipping and will keep flowers fresher longer.

> Mrs. Harvey W. West St. Paul, Minn.

If you have a favorite way of performing some ordinary household task, or have discovered a short cut in the performance of some chore, send it along. Nash Airflyte Magazine will pay five dollars for each contribution published. None will be returned. Address all contributions to Nash Airflyte Magazine, 431 Howard Street, Detroit 31, Michigan.

# FOR SUMMER DRIVING COMFORT



# PLASTIC SCREENS

#### for COMPLETE PROTECTION against BUGS and INSECTS

Made of Vinyl plastic, Nash slip-on screens cover the entire window and permit raising and lowering of the glass. They slip over door frames in a minute . . . are removed just as easily. They'll add, too, to the sleeping comfort of your Nash twin beds when out on a trip.

## WEATHER SHADES

Rain or Shine...
EASIER DRIVING



Nash Ventshades in matched sets reduce the discomfort and hazard of sun glare . . . keep your car cooler. Windows may be partially opened in the rain. Made of highly polished stainless steel, they are designed to enhance the beauty of your Nash.

# SMILES ALONG THE ROAD

#### THIS MAKES SCENTS

A sign seen on a florist delivery truck in Chicago:

OUR BUSINESS SMELLS— BUT GOOD Mrs. Mae Poole, Danville, Ill.

#### YOUR LICENSE AND NO MONEY DOWN

This clever sign on a furniture truck on Cain Street:

Alton S. Lawhon
Woodbury, Ga.

MARRY THE GIRL
WE WILL RURNISH THE HOME
SHE TRUSTS YOU...
So Will We!

#### **FUSSY EATERS**

Sign at museum and zoo near Old Tucson, Ariz.:

DO NOT FEED THE ANIMALS FOOD OR FINGERS Mrs. N. E. Hamilton Reddick, Ill.

#### **NOLO CONTENDERE**

Seen on a side road plunging off cliff, while driving through New England States:

NO TRESPASSING—
SURVIVORS WILL BE
PROSECUTED
Miss Jean Craig
Harpursville, N.Y.

#### THE BEST OF REFERENCES

Your enjoyable articles on "Famous Eating Places" reminds me of a sign I once saw in a Mission District tavern here in San Francisco:

> RECOMMENDED BY DRUNKEN HEINZ Mrs. Dolores Scanlan San Francisco, Calif.

#### WHAT CAN YOU LOSE?

On our way home from a trip in our Nash, we saw this sign over a psychiatrist's office:

RESULTS GUARANTEED—OR YOUR MANIA BACK!
Miss Josephine Downard
E. Liverpool, Ohio



Share your smiles with Nash Airflyte readers and be richer by five dollars. Nash Airflyte pays five dollars for each Smile Along the Road contributed by a reader and selected for publication. All contributions become the property of Nash Airflyte and none will be returned. Send your contribution along to Nash Airflyte Magazine, 431 Howard Street, Detriot 31, Michigan.

#### GRANDMA LIVED 'TIL 80

A Seattle, Wash., laundry has the following on a marquee-type sign:

MEN, BRING THE FAMILY
LAUNDRY HERE.
THE WIFE YOU SAVE
MAY BE YOUR OWN.

John L. Burke Seattle, Wash.

#### AND BATTLESHIP PROFIT

A quaintly painted sign on one of the dingiest clothing stores on South Michigan Avenue in Chicago:

> AIRPLANE QUALITY SUBMARINE PRICES Bernard Frazier Tulsa, Okla.

#### **FAMOUS LAST WORDS**

Seen on a window of a tavern in Truth or Consequences, N.M., during their Fiesta recently:

WELCOME COWBOYS
ALWAYS RUM FOR ONE MORE
Miss Hilda Phinney
Larned, Kan.

#### PAGING TAFT AND HARTLEY

On a delivery truck seen in Holyoke, Mass., is this sign:

AURNAM EGG FACTORY
2,000 EMPLOYEES
WORKING DAY AND NIGHT
Mrs. George C. Burns
Montague, Mass.



#### AND HOW'S YOUR DIGESTION?

As I hurried through Cadillac, Mich., late for an appointment, I glimpsed a sign on Main Street and thought, "How typically American!" It read:

> THE HURRYBURGER Mrs. E. J. Bonnell, Jr. Mt. Pleasant, Mich.

# LADY BRICKLAYER



NYONE meeting Mildred Alkire on the street in a chic suit and high-heeled shoes, her hair smartly styled and her hands neatly manicured, would find it hard to believe that she had ever worked at laying bricks. But she does it all the time.

She started bricklaying when costs on a house she and her husband were building in San Diego began running higher than expected. They were wondering how they could afford to hire a bricklayer.

Mrs. Alkire had been brought up on a farm in Missouri where she who's had always done many things by hand. She had



also grown up believing she could do anything she set her mind to—so she decided to lay the brick for the fireplace herself. Friends and workmen scoffed, but she went ahead—learning how to mix mortar from a library book!

She had a little trouble at first, but the result was a handsome fireplace that won the admiration of everyone who saw it—even the

original scoffers.

She enjoyed the work so much that she continued working at it, branching out into designing and building, until now she has her general contractor's license. She specializes in ranch-type homes, usually built of redwood or adobe; and to date 11 of these handsome, comfortable, Alkire-built homes dot the landscape around San Diego. The building has become a family affair, as her husband and 19-year-old son work at carpentering.

Recently a contractor from San Francisco was visiting in San Diego. He was telling a friend about a bricklayer who worked for him. "Fastest man in the state," he asserted. Just then Mrs. Alkire zipped by in her Nash Rambler Station Wagon and flashed her famous smile.

"Well," said the San Diego man, "San Francisco may have the fastest bricklayer in the state, but we've got the best looking one!"

Mrs. Alkire has not allowed bricklaying to spoil her femininity. Vigorous work keeps her figure slender and attractive.

H AIRFLYTE MAGAZINE

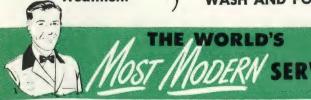


KEEP IT LOOKING

# JUST LIKE NEW!

Let Us Give Your Car A Beauty Treatment TOUCH-UP PAINT
CLEAN INTERIOR
CLEAN CHROME
WASH AND POLISH

**Որդորդ Սրդոր** 



BRING YOUR Mask to FOLKS WHO KNOW IT BEST

U. S. POSTAGE
PAID
DETROIT, MICH.
Permit No. 5548

Howard E Kilborn 906 Bauman Ave Austin Minn



There's a lot of satisfaction in life from a shoe-shine . . . or a lawn that's trimmed to perfection. So it is especially with your automobile. It feels good to drive a car that gleams and sparkles. Bring your car in to us and let us help you keep it looking just like new.

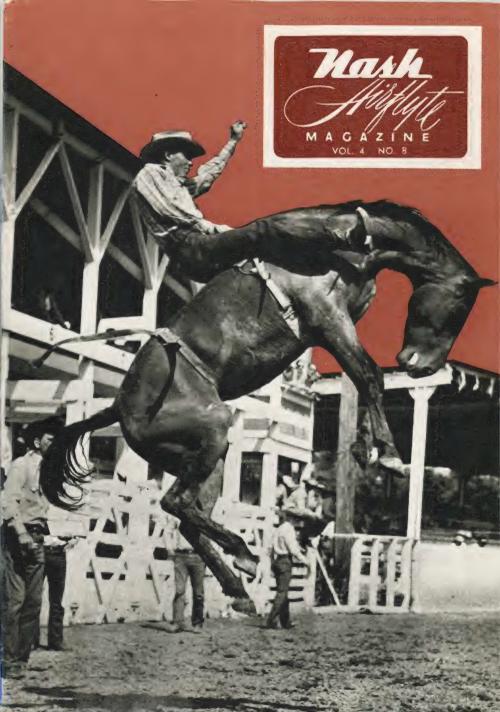
# ENSTAD NASH, INC.

1327 Oakland Ave., W.

Austin, Minn.

Phone 9639

More For Your Cash at Enstad Nash



VOL. 4



NO. 8

Published by and distributed with the compliments of your Nash Dealer

COPYRIGHT 1953 • NASH MOTORS DIVISION OF NASH-KELVINATOR CORP.

Editorial Offices
431 Howard St., Detroit 31, Mich.

A Queen Abdicates	Page 4
The Hambletonian	Page 8
America's Shoppers Go	
Suburban	Page 10
He Leads The Purple	
Heart	_Page 14
Some Cities Do Something	
About Parking	Page 16
Cheyenne-Granddaddy	
of Rodeos	Page 26
Famous Fating Places	D 90







Miss America 1953 were this pale pink evening dress of Everglaze cotton satin during the New York automobile show. The strapless and draped bodice accents a small waist above the flowing full skirt. WARDROBE for a queen, of course, must be glamorous. It must be travel-worthy, too, if that queen is Miss America.

een Abdicates

During her reign of nearly a year now, Neva Jane Langley, Miss America, 1953, has crossed the United States seven times. Her itinerary has included everything from auto races at Philadelphia to a faculty luncheon at Michigan State College. A round of auto shows took her from San Francisco through Chicago, Ft. Wayne, and Boston, and finally this Spring to New York for the Parade of Stars Auto Shows.

Yet the lovely gowns Miss Langley has worn for her many public appearances will be eclipsed by her pageant gown, especially created for her of Everglaze cotton satin ablaze with shimmering embroidery. She will wear it when she places her jewelled crown on the head of Miss America 1954. Her crown, incidentally, is a dazzling headpiece—

another original creation designed particularly for Her Highness.

The pageant gown is a special dress for a special occasion, It has been designed to harmonize with the extraordinary settings of this year's Miss America Pageant at Atlantic City's Convention Hall.

Theme of the 1954 Pageant will be developed around the wonders of the seas, and a tremendous water (continued on page 6)

In this shimmering gown that follows the wonders-of-the-sea theme of 1954 Pageant, Miss Langley will crown her successor at Atlantic City's Convention Hall.



(continued from page 5)

curtain has been constructed for this

aquatic setting.

Setting up such a spectacular back-drop for this annual pageant is the particular specialty of J. Howard Buzby, owner of the Hotel Dennis, and his son George Buzby. Ever since 1940, the magnificent stage productions for the Miss America Pageant have been created and executed in the inimitable Buzby style.

Mme. Kiviette, a leading American couturier, was selected to create the pageant gown, and she, too, used the sea as a motif. The gown is a concoction of shell-pink cotton satin and matching Alencon lace in a shell

pattern.

The motifs of the lace, which forms the strapless bodice, are traced with baby pearls, rhinestones and rose crystal teardrops like pink water droplets. The skirt of cotton satin is appliqued with the lace shell motifs and iridescent sequins embroidered in a wavy design. The gown is enveloped in a mist of foam green tulle.

Like any celebrity, particularly a feminine one, Miss Langley has taken a keen interest in her clothes and has shown uncommonly good sense in her selection of a wardrobe.

For one of her appearances at the New York auto show, for example, she chose a cotton satin evening gown in pale pink to emphasize her beauty. On other formal occasions she has worn a black and white satin gown with heart-shaped bodice, a brilliant red cocktail dress with a flattering neckline, a full-skirted gown in rich monotone, with a mated evening coat in a charming



During appearances this year at San Francisco, Chicago and New York, Miss Langley wore a brilliant red cocktail dress in Everglaze moire. The neckline serves as a frame for this girl's natural beauty.

print. But wherever Neva has gone, whatever the public appearance, she has displayed a pronounced flair for clothes.

Miss Langley had a supreme thrill when she received her crown, and she has had many others in the past year. When she crowns her successor, she will climax an arduous reign.

The year's activities sound like a glamorous lark, but any queen's routine is taxing. For Neva it was a steady round of civic appearances. There were luncheons, women's club gatherings, endless interviews, traveling, and posing for photographers.

Miss Langley has clearly demonstrated her poise and presence during this dizzy whirl of events. She has a command for any situation in public, whether it is a question of social etiquette, or an exchange of opinions on an international question.

Miss Langley has received a \$5,000 scholarship to develop her own natural musical endowments. The scholarship was provided by Nash Motors and Joseph Bancroft & Sons Company, producers of Everglaze Fabrics.

With the musical guidance she will receive from this scholarship, plus her own inherent poise, she carries two huge assets in pursuing a career before the footlights.

She made a grand entrance last September when she was crowned Miss America, 1953. The coronation of her successor will be no less elegant this year at Atlantic City.

There's a gleam of elegance in Miss America's strapless evening gown with its own luxurious wrap. The full-skirted gown is in a rich, wrinkle-resistant monotone; evening coat in a charming print. Philip Hulitar designed this black and white, cotton satin ball gown especially for Miss Langley. It has a heart-shaped bodice, twin panels in the back skirt, and is lavishly sprayed with brilliant sequins.





# August Is The Month For Trotters And ....



#### \*\*\*THE HAMBLETONIAN \*\*\*

A UTHENTIC touches of rural America are becoming difficult to find in 1953, especially in the eastern half of the country.

It is surprising, therefore, that one spot reminiscent of 1910 can be visited less than 70 miles from the ulcers and high blood pressure of Manhattan. This is the quiet little village of Goshen, county seat of Orange County, N. Y.

Goshen may be placid all year long but for one day each year in August, some 35,000 swarm into town to watch the big event in Goshen's life—The Hambletonian, stake race for three-year-old trotters.

Goshen doesn't get a bit self-conscious about all of its urbane visitors from the big city. There are lemonade stands, and the train puffs in at old Erie station just as it has for a century. You can get a mighty fine chicken dinner, cooked and served by the ladies of the Methodist Church, in one of those tents in back of the grandstand. If you don't want a reserved seat, you can sprawl out on the lawn somewhere and watch the trotters under the shade of ancient trees.

The trotting horses that pull the dinky little buggies along are, themselves, a throw-back to another era when America was essentially a rural nation. Every young blade in the Gay Nineties aspired to own a trot-

ter that went fast. Dan Patch and Single G. were once household words. The sport lost ground heavily when the automobile arrived, but it has had a powerful revival in recent years as pari-mutuel tracks with night racing have mushroomed adjacent to nearly every city.

City dwellers, 30 million of them, will watch "America's Fastest Growing Sport" this summer. It is significant, however, that "trotting's Kentucky Derby" is still raced in Goshen, where the sport had its early beginnings more than a century ago in this vicinity.

Though The Hambletonian is raced in a small-town setting, there is a metropolitan flavor to the race itself. These trotters are out for a \$100,000 purse, and this is probably the biggest sports event in the country in August.

Away back in 1950, the owners of over 1,000 mares nominated their unborn foals of 1951 for this classic to be run this year on August 12. A combination of death, lameness, inferiority, bad luck and poor training has reduced these 1,000 colts and fillies to the 10 or 12 elite survivors who will start for gold and glory. The winner must capture two "heats" or mile contests, which he will negotiate in about two minutes, acme of excellence and goal of all big-league trotters and pacers,

All of the starters, indeed practically every one of the 16,000 trotting and pacing horses racing today. carry the blood of the tremendous horse for which this race was named Hambletonian was foaled in Orange County, not far from Goshen, in 1849. Never raced, he demonstrated flashes of speed in New York City time trials for his owner, a humble farm hand. Hambletonian was put to breeding early, and his sons and daughters soon proved him a superlative sire worth a fortune. Owner William Rysdyk refused to sell him for any price and bred him to the nation's most fashionable trotting mares, including several sent to him by Ulysses S. Grant.

He was a king among horses. Because of him, the tap-tap of harness hoofbeats entertains us today and gives us a glimpse of yesterday.

#### \*\*\*\*\*\*\*

#### **GRAND CIRCUIT RACING DATES**

Aug.	10-15	Gosnen, N.	Y.
Aug.	17-22	Springfield,	III.

Aug. 24-28 Sedalia, Mo.

Aug. 31-Sept. 4. Du Quoin, Ill.

Sept. 7-11 Indianapolis, Ind.

Sept. 12-19 Detroit, Mich. Sept. 14-18 Reading, Pa.

Sept. 20-26 Delaware, Ohio

Sept. 30-Oct. 10 Lexington, Ky.

#### \*\*\*\*\*\*

Nash-owner Harrison Hoyt, a Connecticut hat manufacturer, astounded the trotting world when he won the Hambletonian with Demon Hanover. It was a popular victory as Hoyt was an amateur driver who developed Demon on his own.





# "Northland" J. L. Hudson Co. Detroit, Michigan

An area of more than 500,000 residents will be served when the huge Northland Center opens next March. Hudson's branch store will be the center unit in a cluster of more than 70 stores with a million square feet of floor area. The Hudson store itself will be approximately one-fourth the size of the parent store in downtown Detroit, which is the world's tallest store structure. This model shows the arrangement of courts and malls, which include shaded areas. rest benches and sheltered spots for shoppers' comfort. The sprawling parking areas will accommodate 7,500 automobiles, and 5,000 car spaces can be added later. The areas have been planned to receive cars from the four highways bounding the area. The parking system has been simplified to the point where a driver will need only to keep turning right to get in, park and leave.



### **AMERICA'S SHOPPERS**

# Go Suburban!

IN THE few short years since the war, the planned, one-stop shopping center has begun to change the face of American retailing. This movement of the stores to the customers has been impressive, and the promoters predict much larger sales volumes in the next few years.

The growth of the shopping center is a part of the trend toward decentralization that has been going on in this country for the past couple of decades. The automobile itself started the trend, which has been encouraged paradoxically by downtown traffic snarls and parking problems.

Shopping centers also have changed buying habits. There's more manand-wife shopping, which means plenty of large-ticket purchases like electrical appliances. Some centers are open as many as four nights a week.

#### "Parkington"—Hecht Co. Arlington, Virginia

Vertical parking is one of the chief features of Parkington, the 18-acre shopping center just across the river from the nation's capital. A large parking building almost in the center of the triangular site can accommodate up to 10,000 automobiles a day. A recent survey has shown, incidentally, that more than 90 per cent of Parkington's customers arrive by car. As the artist's sketch shows below, the Hecht Company store dominates the center, but there's a score of other shops.





#### "Chestnut Hill"—Filene's Boston, Massachusetts

Children are catered to in this Filene branch that is four miles west of Boston on the Worcester turnpike. There are mite-sized drinking fountains and lavatory facilities as well as reduced versions of outdoor furniture on the terraces and in the waiting area. There are "kiddie cruisers" for wheeling small children about the store, even including a specially built model for triplets. Radiant heated walkways and a moving stairway add to the shopping comfort in this modern brick and stone building that harmonizes architecturally with the surrounding Longwood area. The store's two selling levels cover 83,000 feet of floor space. Above these floors is the penthouse, where employees rest and lunch. Also on the top floor is an area for meetings of small civic groups such as women's clubs, Parent-Teacher Associations and similar organizations. Filene's own staff has done an amusing

mural the length of the sky room depicting employees napping on clouds. eating ambrosia and enjoying themselves generally. The customer's first glimpse of the interior is through a picture window, 40 feet wide, in the center of the building. This is the fashion floor where are located the gown shop, junior shop, dresses, coats, sportswear and ready-to-wear accessories. On the lower level are the children's, men's and infants' departments. Also on the lower level is a versatile restaurant called the Strawberry Room which is capable of serving hot lunches to fifty people at a time during the noon hour and which doubles as a soda bar at other hours.

The store is divided by partitions that can provide flexibility for seasonal needs. No description of the store would be complete without a few words on the unusual telephone booths. One pair is designed like bird cages with little birds perched on the wires suggesting

the deposit of coins for bird feed.

#### "Lakewood" — May Company Los Angeles, California

The May Company's Lakewood building and adjacent parking area occupy what was a barley field just a couple of years ago. The reinforced concrete structure is the centerpiece of what eventually will be a small planned city, with a medical center, office building, hospital, post office, theaters and two huge supermarkets. The May building contains 346,700 square feet of floor space, is completely windowless and air-conditioned and is illuminated throughout with fluorescent lighting. Moving stairways can handle an estimated eight thousand customers an hour -not an unlikely load, as evidenced by the shopping throng at the right. The parking area can accommodate nine thousand cars at one time, and traffic is controlled from a tower atop the store. An underground tunnel serves the May Company and adjacent stores. One principle has guided the May Company in the Lakewood project; that is, that the suburban customer is entitled to the same complete stocks and conveniences as the metropolitan customer.







# He Leads The Purple Heart

N ONE recent "V-J" Day, 30,000 people jammed Milwaukee's Washington Park in the greatest mass demonstration of remembrance these post-war United States have seen. These thousands stood bareheaded in the sun and gave up a mighty, silent prayer to the men and women of World War II, who had died in faraway places several years before.

Such a turnout of citizenry comes about only after prodigious organizing by someone — and in this case it was a group of dedicated young men and women who comprise Milwaukee's Allied Veterans' council. The spark plug and chair-

man of the council was the present National Commander of The Military Order of The Purple Heart, Robert W. Schroeder.

This was just another incident in the busy life of Bob Schroeder, who seemingly "puts out" 25 hours a day and night on behalf of the World War II veteran. He is known nationally as an "organization man," and yet this reputation has been overshadowed by unrelenting, single-handed efforts to aid and assist World War II veterans whenever and wherever he can.

As National Judge Advocate of The Purple Heart from 1947-1951, Bob traveled the length and breadth

#### THE BADGE OF MILITARY MERIT

the "figure of a heart, in purple"

U. S. Army Headquarters, Newburgh, N. Y., Aug. 7, 1782. Orders of the day: For fatigue tomorrow, the 2d. Massachusetts Regt. Countersign—York, Lancaster.



The General, ever desirous to cherish a virtuous ambition in his soldiers, as well as to foster and encourage every species of Military merit, directs that whenever any singularly meritorious action is performed, the author of it shall be permitted to wear on his facings over the left breast, the figure of a heart in purple cloth or silk, edged with narrow lace or bindings. The road to glory in a patriot army and free country is thus open to all. This order is also to have retrospect to the earliest stages of the war, and is to be considered permanent.

G. WASHINGTON, Commander in Chief

pedoed with only 48 hours of war left. "I came out of the war with a firm determination to really do something for those men who hit the beaches and did the heavy work of crawling on their bellies through flying scrap iron."

He has done all of that and more in the past eight years. The fact is that Bob, in addition to his tremendous work for The Purple Heart, is assistant district attorney for Milwaukee County!



#### THE PURPLE HEART

General Orders No. 3 War Department—Washington February 22, 1932

PEDIARY 22, 1332

PURPLE HEART—By order of the President of the United States, the Purple Heart, established by General George Washington at Newburgh, N.Y., August 7, 1782, during the War of Revolution, is hereby revived out of respect of his memory and military achievements.

By order of the Secretary of War: DOUGLAS MacARTHUR General. Chief of Staff

of the land at his own expense, to give his legal talents to fellow patriots. He has never been known to send any of them a bill for his professional services.

Again in his own community, Bob Schroeder waged a one-man war against unethical contractors who preyed on veterans who desperately needed housing for their families after returning from the service.

Largely as a result of this crusade, Bob was voted the "Man of the Year" by the Milwaukee Junior Chamber of Commerce in 1948.

Bob considers himself extremely lucky that he got off with only one injury when his battleship was tor-



Secretary of the Interior Douglas McKay, himself a wearer of The Purple Heart, gets a progress report from Schroeder.





Four hundred cars can be stored in this four-level Beverly Hills (Calif.) garage. The structure is both prefabricated and demountable and is equipped with tilting ramps to expedite the parking or unparking of cars. Only 109 cars could be stored on the site of the garage.

This simplified scale model of the automatic car storage device indicates how elevator cages carry cars up and down and across, in the double-size elevator shaft. The unit proposed in Detroit for a space 18 feet wide and 100 feet long adequately parks eight cars on each floor.

## Some Cities are Doing Something About

## PARKING

THE MOTORIST who ventures into congested areas these days will be encouraged to learn that it will soon be far simpler for him to

locate a spot to park.

Surveys in 68 principal cities show a shortage of 400,000 parking spaces. But the motorist can be heartened by the fact that some of these municopalities are taking bold steps to augment the ever-decreasing curb parking spaces. A recent report revealed that projects in 27 cities alone have been completed or definitely programmed to provide more than 25,000 off-street spaces.

Probably the most radical solution to the problem is being undertaken in Detroit, where the motorist soon may be able to put his car in a new building which stores autos in stacks 10 high, then delivers any one of them on call in one minute.

The proposed \$200,000 "dumb waiter" would park 100 cars at one time in a space 18 feet wide and

100 feet long.

Other cities are whittling away at the parking overload. In some towns private industry and business are bearing the cost; in others, the financing is a joint business-municipal proposition.

All sorts of novel structures have sprung up. In Beverly Hills, Calif., for example, a four-story demountable, prefabricated garage has been built. Featured in this garage are



One-level parking lots such as this apparently can't accommodate all the parked cars in the nation's larger cities. The capacity of this site could be doubled or tripled by the use of a ramp garage or underground space for the overflow.



This three-level ramp garage is one way that cities are trying to cope with the serious parking problem. The wall-less building can be built far cheaper than an orthodox structure. As a result, parking rates are somewhat cheaper than at a single-level lot in most cities.

tilting ramps to expedite parking.

A Washington (D.C.) structure has 10 floors of parking space, with tenants storing their cars on the floor on which their offices are located. Spokane, Wash., has been the pioneer in the "pigeon hole" parking building, in which 142 cars can be stored on four levels by means of a hydraulic elevator.

Underground garages have been successful in Los Angeles and San Francisco. Grand Rapids is planning a parking deck to be built over the Grand River. Some towns are operating lots on the honor system; others are constructing municipal ramp garages; and many others are relieving the parking press with meters, which speeds the turnover.

San Francisco led the way in underground parking with this garage beneath Union Plaza. Many cities drafted plans for similar subterranean storages, but these were laid aside for various reasons, such as high cost and unstable ground. But Los Angeles pushed ahead its plans for a garage underneath Pershing Square in the heart of the downtown district.





## Never Too Busy To Enjoy Life

WHEN you're busy, the years roll by quickly. And that's what they have done for 75-year-old Dr. Birney of Hannibal, Mo.

In one more year, Dr. Birney will have completed 50 years in the practice of medicine. He has received his 50-year membership pin in the Masonic Lodge. And for 40 years, the doctor and two close friends have hunted quail together on the same Ralls County farm.

From this, you get a pretty good idea that the Missouri doctor knows what he likes and sticks to it. He finds time, too, for other interests and hobbies, including fishing, reading and woodworking. And he holds membership in the Knights Templar, the Shrine and the Elks.

Dr. Birney uses his Nash Ambassador for his daily professional rounds and for his vacation trips pursuing his many hobbies.

For example, so he could do a little deep sea fishing in Florida, the Missouri physician and his wife took off in their car with reclining seats, using it as their "hotel" during the fishing excursion.

His ability as a shot is widely known. He holds several trophies for



Dr. Birney enjoys woodworking in walnut and cherry—when he's not comforting a patient or off to a national trapshoot.

his shooting in Grand American Trapshooting Association Handicaps.

And this past winter he kept his family supplied with turkeys and hams won at various shooting matches.

The good doctor is quite a "marksman" with a deck of cards, too. He may be the best poker player in Northeastern Missouri.

When he's not ministering to the sick, hunting or fishing, Dr. Birney somehow finds time to enjoy his woodwork hobby—copying antique furniture in walnut and cherry. On top of that, he's an avid reader! Busy or not, Dr. Birney is a man who knows how to live.



#### MAN-MADE MIRACLES ...



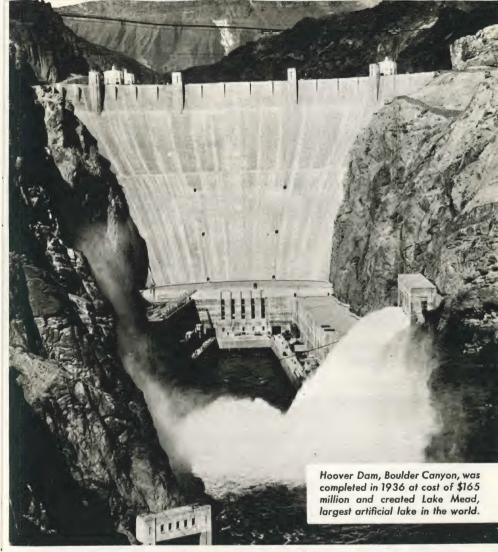
ality with a flair for colorful performance, and it is not unlikely that he believed he would be long remembered for his flamboyant antics and "big stick" wielding.

He is so remembered. Yet it is ironic that one of his routine, drab acts has had the most lasting influence on the United States. On June 17, 1902, he signed the Fed-

eral Reclamation Act. This simple signature established the Bureau of Reclamation, to supervise construction and operation of works for the reclamation of arid lands in 17 western states. It was later extended to embrace Alaska, and the first work was initiated there in 1952.

The accomplishment of the Bureau of Reclamation, in cooperation with the Corps of Engineers of the

(continued on page 22)



#### WORLD'S TEN HIGHEST AND LARGEST DAMS -

	MOULTD 2	1 514	HIGHEST WIND PURED DUMP		
HIGHEST	FT.	YR.	LARGEST	CUBIC YARDS	YR.
Hoover	726	1936	Fort Peck	125,628,288	1940
Shasta	602	1945	Oahe	78,000,000	(1)
Hungry Horse	564	(1) 1942	Garrison	69,000,000	(1)
Grand Coulee	550	1942	Fort Randall	27,000,000	(1)
Ross	545	1950	Kingsley	26,000,000	(1) (1) 1940 1912
Fontana	480	1944	Gatun	25,107,000	1912
Anderson Ranch	456	1950	Denison	18,290,000	1944
Chambon (France)	450	1934	Sardis	15,562,000	1940
Pine Flat	440	(1)	Hansen	13,883,100	1940
Detroit			Cherry Creek	14,000,000	1950
	(1) U	nder cor	struction, data subject to revision.		



Kentucky's greatest man-made wonder, the Kentucky Dam—longest of the 24 T.V.A. dams. It may be reached by motorists on U.S. 60, U.S. 45, or on Kentucky 38. Paducah is 30 miles away.

Something completely different in dams is this one on the Ohio River. It's Gallipolis Dam, the world's largest roller-type dam. The Ohio doesn't flow rapidly, but this device creates considerable power.



(continued from page 20)

Department of the Army, has been staggering in those 50 years. By means of dams and reservoirs, the Bureau has built 96 dams with storage capacity of about 83 million acre-feet of water. It has erected 39 power plants with capacity for generating over four million kilowatts of power. It has strung 7,000 miles of transmission lines. It has built 16,000 miles of canals. And it has furnished water for over six million otherwise arid acres, which now grow crops worth \$650 million annually.

The government has invested about \$2 billion in these gigantic projects, which has been virtually returned in taxes since 1916. The amount of revenue received from the sale of electric power reaches \$35 million a year. The returns to the states and individuals by increased land values, employment, transportation and marketing are incalculable.

One of the most spectacular engineering projects of the Bureau of Reclamation is the partly completed Colorado-Big Thompson project, which will collect water on the western slope of the Rockies in Northeastern Colorado and carry it under the Continental Divide for irrigation and power on the eastern slope.

Another engineering marvel to see is Hungry Horse Dam, on the south fork of the Flathead River, 26 miles northeast of Kalispell, Mont., and 12 miles south of the west entrance to Glacier National Park.

Should you be motoring in the West this summer, you will be close enough to one of our major dams for a thrilling experience in observing man's engineering ingenuity.



## Increase Your Driving Pleasure With NASH DUO-COUSTIC RADIO

### **SPORTS**

NEWS

DRAMA

WEATHER

MUSIC

Do the hours drag on while you're on a trip?

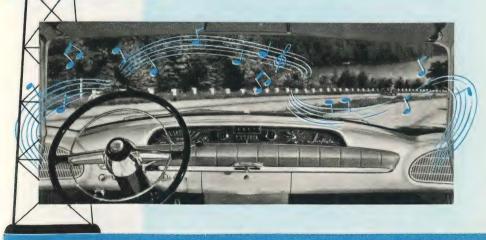
Do you feel isolated from the outside world?

Do traffic tensions tie you up in knots?

The solution to any or all of these driving problems is a Nash Airflyte Duo-Coustic

Radio. This radio will increase your driving pleasures immensely. And there is no finer car radio made—its twin speakers give you a rich, full tone throughout your car.

News, music, sports, or drama will be yours—clear and life-like—with a Nash Airflyte Duo-Coustic Radio.



The World's Most Modern Radio . . . for the World's Most Modern Car!!

When baking a pie or casserole, always place the pie plate or casserole dish on a cookie sheet before putting it in the oven. This makes handling easy, and there is never a messy oven to clean.

Mrs. William H. Wallace Needham, Mass.

To hold a door open, use a springtype clothes pin between the bottom of the door and the floor.

> R. A. Jordan Claflin, Kan.

When photographing your baby, place a piece of Scotch tape on his hand. He will sit quietly, trying to pull it off.

Mrs. Ernest Stuhr Riverton, Wyo.

Stamp collectors will find it easy to remove stamps from envelopes if placed in the refrigerator for a while. Much quicker than steaming—and stamps are never damaged.

Mrs. Mae Anderson Knoxville, Tenn.





If the teeth of your bamboo garden rake are getting worn, set the rake in hot water for five minutes. Then bend teeth under with pliers, and presto, your rake is as good as new.

Mrs. Ursa Ward Iowa City, Iowa

If your fountain pen is clogged or doesn't flow freely, empty it and fill it with vinegar two or three times. Empty and refill with ink. It will write like new.

> Mrs. Elsa MacMillan Philadelphia, Pa.

Place thumb tacks in lower corners at the back of picture frames. Prevents streaking of papered or painted walls.

Mrs. C. W. Porter Chanute, Kan.

If an old clock stops running, put it in a warm oven for a short time to loosen the grease.

> Miss Blanche Williams New York, N.Y.

## Helpful Lints

### FROM NASH OWNERS

Do your old awnings need painting? After the base coat dries, stripe with masking tape three inches apart and paint with a contrasting color. You will have an attractive, striped awning, after removing the masking tape when the paint dries.

Virginia M. Meyers Cumberland, Md.

Embroidery hoops kept in the laundry room are handy for holding material taut when erasing stains.

Mrs. Orville Koehler Mt. Pulaski, Ill.

To keep a rolled-up garden hose from kinking and slipping, take an old used car fan belt. Wrap it around the rolled hose, slip one end through the loop and hang on a hook.

> Don L. Miller Neillsville, Wis.

When you unravel a knitted garment, wind the yarn around a quart milk bottle or fruit jar. Dip in warm water until yarn is wet through. Set away to dry slowly. This removes all kinks, after which you can wind yarn into a ball.

Mrs. E. M. Orthman Greeley, Colo. Keep some candy gumdrops on hand. Then on rainy afternoons you can keep the little ones happy and busy making candy animals out of gumdrops with toothpicks. Lots of fun and good eating for the kids.

> Mrs. Dolores Tyler Posen, Ill.

Seersucker shirts, dresses, etc., will look much better, retaining more body and crinkles, if a very small amount of starch is added to the final rinse water when laundering.

> Mrs. Mary T. Garner Winnsboro, Texas

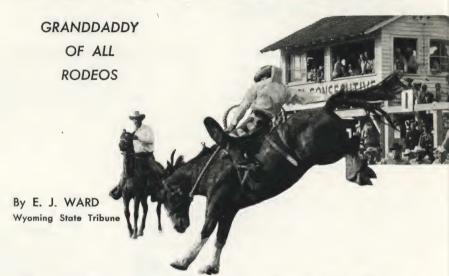


When unpacking at a hotel, hang your garments in the closet, wring out a bath towel and hang it at the back of the closet, then close the door. Wrinkles will disappear like magic.

Mrs. Andrew R. Golob West Allis, Wis.

If you have a favorite way of performing some ordinary household task, or have discovered a short cut in the performance of some chore, send it along. Nash Airflyte Magazine will pay five dollars for each contribution published. None will be returned. Address all contributions to Nash Airflyte Magazine, 431 Howard Street, Detroit 31, Mich.

# CHEYENNE



LL SUMMER long until late September, the West is sprinkled with rodeos, ranging from the small dude ranch shows that feature local talent to the big, week-long celebrations that attract cowboys and rodeo fans from all parts of the nation.

None is more famous or spectacular than Cheyenne's Frontier Days. This oldest, continuous big-time rodeo explodes with its 57th show this summer. For five days the cream of the crop of the rodeo world will be in action in Frontier Park's spacious arena.

Rodeos had their origin in contests among cowhands who sought to prove their skill and supremacy in the various chores and duties of Gene Pruett, one of the better-known riders out of the Northwest, takes a ride on the famed bronc, Calgary Stampede.

workaday ranch life. Though a good many regular cowhands take time out from their ranch duties to participate in Frontier Days events—mainly roping—it's the professional rodeo performer who dominates the scene today.

All are lured to Cheyenne by the chance for fame and fortune. Bronc riders, ropers and bulldoggers appear before 100,000 frenzied spectators during the five days at Cheyenne, and they vie for cash prizes totaling more than \$50,000.

Two things distinguish Cheyenne Frontier Days from most rodeos both from the spectators' and performers' points of view. First of all, the cowboys themselves, and the wild beasts they attempt to tame, are the stars of the show. Also, the huge arena at Cheyenne, in contrast to the small confines of some of the well-known indoor rodeos, gives both cowboy and beast a chance for "full performance."

Featured events at Cheyenne include professional and amateur saddle bronc-riding, bareback riding, Brahma bull riding—considered one of the most dangerous events in rodeos—steer bulldogging, steer roping, calf roping, a wild horse race and a chuckwagon race.



Leaping from a running horse onto the neck of a wild animal is a day's work that takes this cowboy less than 15 seconds.

This mean, contrary critter masters amateur bronc rider in three jumps out of the chutes.





Heading for a bone-jarring spill is Steve Johnson. These Brahma bulls have an adverse attitude toward all humanity, and this outlook enlivens the Cheyenne show considerably.

Frontier Days fans consider the latter two the most spectacular.

In the wild horse race, a cowboy and his assistant must hold down and saddle a furious, wild bronc. Then he must mount the beast and attempt to race him around a halfmile track and across the finish line. Most of this action takes place directly in front of the spectators and with 15 or 20 wild horses bucking in all directions.

The chuckwagon race is just as breath-taking, if not more so. At the crack of a gun, wagons pulled by two teams of horses must be loaded with a cook stove and other camping gear by the outriders and then complete a figure-eight maneuver in the arena in a wild dash.

There is more, plenty more, during Cheyenne's Frontier Days—Indians, parades and nights filled with

the music of big-name bands. The show really belongs to the cowboys, however. The Cowboy is supreme at Cheyenne. All the rest is mere window dressing.



It's a tense moment for Eddie Brooks, but he gets away unscathed in this ominous action.

## SIMPLES ALONG/EROAD

#### TO THE WINDS

A sign in a Yokohama, Japan, express agency:

GIVE US YOUR BAGGAGE AND WE WILL SEND IT IN ALL DIRECTIONS

Mrs. W. N. McVey King City, Mo.

#### COMPLETE COVERAGE

I saw this sign on the outskirts of Warren, Idaho:

## SPEED 10 MILES LIMIT 10 PER HR.

heavy fines for killing cats, dogs, kids, adults, or even oldtimers



Mary Turner Weiser, Idaho

#### CEMENTED FRIENDSHIP

A plastering contractor in Rockford, Ill., has this sign on his truck:

RALPH OLSON SEE ME BEFORE YOU GET PLASTERED

> Mrs. Neal Pearson Rockford, Ill.

#### SOFT-SOAPING

Seen on sign along highway, advertising electric dishwasher:

WE CURE DISH TEMPER

Mrs. Harold L. Hyde

Oakland, Calif.

#### NO INTERMISSION?

Sign at a Cedar Lakes, Wis., resort reads:

DANCING FROM 6 P.M. TO EXHAUSTION

E. A. Mooney Milwaukee, Wis.



Share your smile with Nash Airflyte readers and be richer by five dollars. Nash Airflyte pays five dollars for each Smile Along the Road contributed by a reader and selected for publication. All contributions become the property of Nash Airflyte and none will be returned. Send your contribution along to Nash Airflyte Magazine, 431 Howard St., Detroit 31, Mich.

## McCarthy's At Town's Edge of Minneapolis

THEN McCarthy's Cafe was built in St. Louis Park, just outside Minneapolis, in 1941, it was a small, intimate eating place seating about 60 persons. Today the delightful suburban restaurant at 5800 Wayzata Boulevard seats about 600 persons. Private dining rooms accommodate eight to 125 persons.

Although McCarthy's is away from Minneapolis' downtown traffic. it is only seven minutes' driving time from the loop. Two large parking lots favor motorists.

An interesting feature of the building is the Rock Garden Bar with a picture window looking out on a waterfall surrounded by pine trees.

McCarthy's patrons have many favorite foods. Fresh lobster is expressed in five times weekly from New Brunswick, and South African

lobster tail also is available. Twelveounce tenderloins and 18-ounce New York-cut sirloins also rate high.

But Chef Leo Olsanski's pet dish is McCarthy's salad for four. Here is the recipe for this delicacy:

#### SALAD FOR FOUR

11/2 stalks Romaine 8 filet of anchovies 1/4 tsp. dry English mustard 1 Ivi. tsp. ground pepper 4 Ig. serv. spoons wine vinegar 8 Ig. serv. spoons garlic oil 4 dashes Worcestershire sauce 1/5 tsp. paprika 1 coddled egg (one minute) French bread croutons Parmesan cheese

Leaf and cut Romaine about 11/2 inches wide. Chop anchovies fine and sprinkle on mustard. Add pepper and salt to taste. Add vinegar, garlic oil, Worcestershire sauce, paprika, coddled egg and croutons. Thin and toss. After salad is thoroughly tossed, add generous portion of cheese. Toss again and serve.





# Your Car Needs it, too!

LET US

**PROVIDE THESE** 

PROTECTIVE

SERVICES

- Cooling System Check-Up
- Battery Inspection
- Tire Rotation and Inspection
- Brake Inspection
- Engine Tune-Up
- Complete Lubrication



THE WORLD'S

NOST NODERN SERVICE

U. S. POSTAGE PAID
DETROIT, MICH. Permit No. 5548

Howard E Kilborn 906 Bauman Ave Austin Minn

207m2nd

## SUMMER PROTECTION



## FOR YOUR CAR IS OUR SPECIALTY

This is the season of the year when you really want your car in perfect condition for short or long pleasure jaunts. But summer's blistering highways make strenuous demands on your automobile . . . its cooling system, engine, tires, battery and brakes. Have us service your car soon and increase your summer driving pleasure.

## ENSTAD NASH, INC.

1327 Oakland Ave., W.

Austin, Minn.

**Phone 9639** 

More For Your Cash at Enstad Nash

14 ...